

Curtis Wharf  
"O" and Second Streets  
Anacortes  
Skagit County  
Washington

HABS No. WA-198

HABS  
WASH,  
29-ANAC,  
1-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Buildings Survey  
National Park Service  
Western Region  
Department of Interior  
San Francisco, California 94102

14ABS  
WASH,  
29-ANAC  
1-

# HISTORIC AMERICAN BUILDINGS SURVEY

CURTIS WHARF HABS No. WA-198

Location: Northwest corner of Second  
Street and O Avenue, at water-  
front  
Anacortes  
Skagit County  
Washington

Universal Transverse Mercator  
Coordinates: Zone 10, Easting  
528530 Northing 5374130

Present Owner: Ocean Pacific Seafoods  
Mr. Steve Pringle, Vice-President  
P.O. Box 259  
Burlington, Washington 98233

Present Occupant: Vacant

Present Use: Not in use. Buildings on the wharf  
will be demolished. Last use was  
in the 1980's for fish processing.

Date of Demolition: September, 1992

## Statement of Significance:

Curtis Wharf is significant both in its contribution to history at the local and regional levels as a maritime commercial and industrial complex and in its illustration of a type of vernacular architecture dependent on a once vast American resource that is just now, at this point in history, becoming extinct: timber.

At the local level, Curtis Wharf is the last surviving example of a wharf, built in the first decade of the twentieth century and used for commerce, that was once plentiful. The builder and developer of the property, Melville Curtis, was instrumental in the development of Anacortes as a city, from its earliest days of organization. In a broader sense, Curtis can be recognized as an archetypical early pioneer of the Northwest: he came to the West Coast when it was a wilderness, and through sound business practices, an ethic of hard work, and belief in civic responsibility, succeeded in establishing a safe and prosperous community for future generations.

CURTIS WHARF  
HABS No. WA-198 (Page 2)

As a maritime transportation facility, Curtis Wharf provides an interpretation of the history of passenger and commercial transportation in the Puget Sound from its earliest establishment in the days of steamship travel to the advent of the automobile and development of the ferry system, to its eventual decline in significance in the second half of the century.

Architecturally, Curtis Wharf is not significant in its uniqueness, but more for its representation of a type of construction, based on the availability of timber, that is very rapidly disappearing. The rough-cut logs used as pilings, with the bark still intact, the massive post and pier foundations of the Cement and Plaster Warehouse, the wood roof truss still extant in the Freight Warehouse, the shingles still present on the roofs of the Ticket Office and the Cold Storage Warehouse, even the construction of the gutters in wood--these buildings and their materials and techniques will never be duplicated.

PART I. HISTDRICAL INFORMATION

A. Physical History

1. Date of Erection: 1903

2. Architect/Builder: Unknown

3. Driginal and subsequent owners: The land portion of the Curtis Wharf is located in Block 67, lots 6-10 (treated in (a)); the northern portion of the dock, extending out into the water, in Tract 1, Plate 8, Tidelands, Lots 6-10 (treated in (b)). The construction of the sand and gravel wharf and ferry slip to the west took place c. 1914. Ownership of the land in this portion, Block 66, lots 7-10 is traced in (c). The water portion of this addition is traced in Tract 1, Plate 8, Tidelands, Lots 1-5 (d). For a map, see Supplemental Material No. 16.

Ownership prior to the wharf's construction in 1903 by Melville Curtis is significant historically and is therefore notated.

(a) Block 67, lots 6-10

May 15, 1891. Quit claim deed, recorded July 1, 1891, File #3553; Lot 10. Amos Bowman and Ann G. Curtis, his wife (Bowman and Curtis were the founders of Anacortes; Ann was sister to Melville Curtis) to David Kellogg.

Dec. 29, 1898. Warranty deed, recorded Jan. 9, 1899, File #29603. David Kellogg and Anna L. to B. V. Lowman; Lot 10.

April 3, 1895. Warranty deed, recorded April 21, 1899, File #30345. Will A. Lowman and Beatrice to White Crest Canning Company (the canning company later settled to the west of the wharf.) Lot 10.

Feb. 12, 1902. Quit claim deed, recorded May 28, 1902, File #40092. White Crest Canning Co. to Gus Hensler. Lot 10.

May 24, 1902. Quit claim deed, recorded May 28, 1902, File # 40093. Gus Hensler to Melville Curtis and Annie, his wife. Lot 10.

Feb. 9, 1893. Warranty deed, recorded Feb. 9, 1893, File # 13675. Amos Bowman and Ann G. Curtis to Allen A. Curtis (brother to Ann and Melville.) Lots 6,7,8.

Oct. 10, 1907. Quit claim deed recorded Nov. 2, 1909, File #76169. Allen A. Curtis, a widower, to Melville Curtis and Fannie B. Curtis, his wife. Lots 6,7,8.

Sept. 23, 1903. Warranty deed recorded Oct. 5, 1903, File #45659. Anne Curtis Bowman to Melville Curtis. Lot 9.

(b) Tract 1, Plate 8, Tidelands, Lots 6-10

Feb. 24, 1903. Agreement recorded Jan. 1, 1904, File # 47137. Douglass Almond grants building covenant to Allen A. Curtis for seven years. Lots 6-10.

May 9, 1904. Warranty deed recorded August 18, 1904, File #49155. Douglass Almond, a single man, to Melville Curtis. Lots 9, 10; portion Lots 6-8.

(c) Block 66, Lots 7-10

Feb. 10, 1890. Quit claim deed, recorded Feb. 10, 1890, File #10/118. Amos Bowman and Annie F. to George D. Hill and Samuel F. Storrs. Block 66, N. portion.

From Feb. 17, 1890 to Feb. 14, 1894, various owners.

Feb. 14, 1894. Tax deed recorded Feb. 14, 1894, File #18667. City of Anacortes to Melville Curtis. Block 66, lots 8,9,10.

In 1901 Curtis sold the property and it went through various owners until 1927, including transactions concerning the railroad right-of-way on the northwest corner.

Nov. 3, 1927. Quit claim deed recorded March 13, 1928, File #211394. Great Northern Railway Co. to Curtis Wharf Co. (The company was incorporated in 1911.)

(d) Tract 1, Plate 8, Tidelands, Lots 1-5

March 2, 1903. Tideland deed recorded March 2, 1903, File # 43226. State of Washington to Allen A. Curtis. Lots 2-5.

Nov. 2, 1903. Warranty deed recorded January 1, 1904, File #46982. Seattle and Northern Railway Co. to Melville Curtis. Lot 1.

Oct. 10, 1907. Quit claim deed recorded Nov. 2, 1909, File #76169. Allen A. Curtis, a widower, to Melville Curtis and Fannie B. Lots 2-5.

In summary: The site of the wharf, Block 67 lots 6-10, and all of the Tideland lots, 1-10 (which included the water part of the original dock as well as the water part of the sand and gravel wharf) were in the possession of Melville Curtis by 1907. A small section of the sand and gravel wharf land was not purchased until 1927. From this point, the property will be treated as a single unit.

January 1, 1911. Warranty deed, recorded October 9, 1911, File #86893 and #86/124. Melville Curtis and Fannie B. Curtis to Curtis Wharf Company. (Date of incorporation of company.)

The property remained as the Curtis Wharf Company until 1974. From 1974 to the present date it has gone through numerous owners and companies connected with the fishing industry.

The Chain of Title for Curtis Wharf was documented July 30, 1990, in order # A-9719, by the Island Title Company, Anacortes Washington, 98221.

4. Builder, contractor, suppliers: Unknown

5. Original plans and construction:

(a) Main dock (WA-198-A)

The original dock was built by Melville Curtis in 1903. (1) It was constructed in the form of an "L", with the outside corner angling out into the Guemes Channel to the northeast. (2) Early photographs of the dock (WA-192-14), taken c. 1907, show rough-cut logs, with the bark still intact, used as pilings. Many of these logs still survive today.

(b) Freight Warehouse (WA-198-B)

The Freight Warehouse today consists of three parts: two rectangular structures, placed on the northernmost section of the main dock and aligned in east-west positions, with a 10' bay in-between. All three spaces were roofed over to create the present Freight Warehouse.

The "original" Freight Warehouse, the western section of the present structure, was the first and only structure on the wharf as it was originally constructed in 1903 (3). It was rectangular in plan, measuring 30' X 50', and was placed on the dock in a skewed northwest orientation. It was used both as an office and a warehouse. (4) Photograph WA-198-14, dating to 1907, shows the building much as it appears today, as the west section of the present warehouse. A gabled roof is sheathed in wood shingles; a stove-pipe protrudes from the east end. A flag pole is affixed to the roof ridge on the east. A Mr. Williams is documented as the painter of the roof advertisement. The south elevation, sheathed in board and batten siding, is unbroken except for two windows at the lower level, on the east end. They are simple two-over-two light double-hung sash. The framing for these windows still survives in the present warehouse, just west of the second window opening, west section, south facade (WA-198-B-4). They are boarded over.

(c) Ticket Office (WA-198-C)

Early photographs of Curtis Wharf (WA-198-14, 1907; and WA-198-15, 1911) show a small one-bay building with a hip roof on the site, also used as a ticket office. This earlier ticket office was probably built, along with the warehouse to the north, in an expansion of the wharf that took place in 1905-1906. (5) The present Ticket Office almost certainly incorporates this earlier structure in its plan. Built in 1912 (6), two historic photographs of the present Ticket Office document its exterior and interior appearance to be but superficially altered to date.

Photographs WA-198-C-7 and WA-198-C-8 document a one-story gabled structure presenting a single 20' bay to the north with three one-over-one light double-hung sash windows. On the west, two bays present two windows and one door each; the east facade presents two bays, three windows each. The west side of the wood-shingled, gabled roof features a sweeping eaves line, serving as a brief canopy for steamer passengers. The rustic drop siding is of the type used consistently on the wharf in the buildings constructed from between 1907 and 1914. The early interior photograph of the space shows walls sheathed in narrow tongue-and-groove siding, also used extensively throughout the wharf for interior walls and ceilings. Alterations have taken place since this photograph.

(d) Cement and Plaster Warehouse (WA-198-D)

The Cement and Plaster Warehouse was originally constructed c. 1907, as part of Melville Curtis' Avenue "O" Coal Docks business. The structure is present on a 1909 Seattle and Northern Railway map, along with a large coal bin, 11' X 90'6", to the west of the property. An extension to the "Curtis Spur" was made in 1907, and the construction of this building probably dates to about this time. (7) Of all the buildings on Curtis Wharf, the Cement and Plaster Warehouse best retains its original plan, site, and appearance, probably because it was built on the land and was not as easy to move around as the dock buildings. It is also restricted on its site by "O" Avenue to the east, the railroad to the north and west, and Second Street to the south. The one-story frame warehouse was built in a rectangular configuration, with the north facade sloping south and west to conform to the diagonal of the railroad. The elevated post and pier foundation was covered by vertical boarding, and a horizontal water table separated the foundation line from the walls of the building, sheathed in rustic drop siding. The windows were placed in the upper wall surface and were two-over-two light double-hung sash. Two sliding doors were visible on the east facade. A false front faced to the north and the gabled roof, sheathed in asphalt roll roofing, featured a box cornice with returns on the south facade. The road to the east, "O" Avenue, was gravel in this early photograph. A set of "Victor" scales was located

on the east facade. An examination of the interior of the building reveals an open plan of frame construction with side walls supporting queen-type roof trusses. Six-inch boards were used as flooring.

(e) Ice Plant (WA-198-E)

The Ice Plant was built by 1907 (8), and it is documented as a part of the Anacortes Ice Plant (9), the building where the manufacturing of the ice took place. It was probably the first building constructed in the Ice Plant complex. Its east facade is visible in WA-198-15. A one-story frame rectangular structure, it featured an entry and four two-over-two light double-hung sash windows. Two towers housing the mechanical equipment rise above the roofline. (10) This is the only view of the east elevation of the Ice Plant; it is later enclosed within the complex by the addition of the Creamery, in c. 1914. Its west exterior facade is visible on the interior of the Hay and Grain Warehouse, and serves as a common wall between the two buildings.

It is unknown as to whether or not the interesting features of the Ice Plant's construction as they relate to its industrial use are actually a part of the original construction or alterations. These elements will be described under Part II, Section C.

(f) Hay and Grain Warehouse (WA-198-F)

The Hay and Grain Warehouse is documented in the 1911 Anacortes American report of the Anacortes Ice Plant, and was probably the second building constructed within the plant (11). The best view of the warehouse is given in WA-198-16. Its west facade is visible on the west side of the main dock, facing the water. A long, rectangular structure with a shed roof and a false front on the north, the Hay and Grain Warehouse was built onto the Ice Plant; they share the same supporting wall. It is a simple one-story structure, with three window openings, two-over-two light double-hung sash, on the west facade. The wharf extends beyond the building's west side; this space is later built upon and enclosed as the Bottling Works. A ramp on the south section of the west facade indicates a loading area and probably a sliding door. A coal bin is appended to the building's northwest corner. Another photograph, WA-198-G-3, illustrates the north facade c. 1924, painted "Anacortes". The north facade appears to be similar in height and material as the building today, with minor alterations.

Physical examination reveals the original structure was an open warehouse space, with the exterior walls and a central row of posts supporting overlapping girders. Six-inch boards were used as flooring.

(g) Cold Storage Warehouse (WA-198-G)

Board and batten siding and an altered framing system identical to the wood roof truss used in the Freight Warehouse identifies the Cold Storage Warehouse as dating to the wharf's earliest period of construction, 1903-1909. Between 1909 and 1911 a warehouse, original location unknown, was moved and adjoined to the Ice Plant and the Hay and Grain Warehouse at their north facades to become the present Cold Storage Warehouse. The trusses were cut, and a gabled, wood-shingled roof was placed on the structure. Photograph WA-198-15 shows the Cold Storage Warehouse in its present location as a part of the Anacortes Ice Company. A later view of the building's north facade dating to 1924 (WA-198-G-3) shows a sliding door opening to the right, and a flue on the exterior facade, probably original features.

(h) Feed Mill (WA-198-H)

The Feed Mill is listed in the Anacortes American report of the Anacortes Ice Plant in 1911 as being "the largest feed mill in Skagit County with a daily capacity of twenty-five tons." It has not yet been built, however, on the accompanying photograph. It is clearly present on the wharf, south and west of the Hay and Grain Warehouse in 1914 (WA-198-16). A large frame structure several stories tall, the Feed Mill featured a gabled roof with a large shed affixed atop the roof ridge, housing the grain elevator. Two windows, two-over-two light double-hung sash, are at the first floor level on the north section, west facade. The west edge of the building fronts directly on the water.

The framing system, of heavy timber construction, makes use of interior columns and closely-spaced wooden beams. Today little evidence remains of the building's original use as a Feed Mill.

(i) The Creamery (WA-198-I)

The Creamery was not added to the east facade of the Ice Plant until c. 1914 (12). This view of the building shows a rectangular plan with the south facade angled to the west to conform to the diagonal

of the railroad track. A view of the east facade of the Creamery (WA-198-I-6), taken c. 1922, probably documents its original appearance. At the north end of the building, an entry can be seen to the left. Two windows are visible on the first floor, and two on the second floor; they are two-over-two light double-hung sash. The building is sided, and has painted signage on the facade. A canopy can be seen on the north front facade. The interior space of the Creamery has undergone many alterations and is severely deteriorated; the concise original appearance and plan are not known.

(j) Bottling Works (WA-198-J)

The Bottling Works is one of the last buildings constructed on the wharf, and was built as an addition to the Anacortes Ice Plant between 1914 and 1919 (13). The early account of the Ice Plant written in 1911 mentions a bottling plant as a part of the business, but its original location within the plant is unknown.

A clear photograph of the west side of the wharf published in 1914 (WA-198-16) documents the site of the Bottling Works, a vacant part of the wharf to the west of the Hay and Grain Warehouse. Photograph WA-198-17, dated c. 1920, shows the present structure on the site. Rectangular in plan, the Bottling Works is of one-story frame construction. A rectangular structure is present on the roof; it in turn is topped by a smaller gabled shed. The windows, six-over-six light double-hung sash, are present the length of the facade. A few of these windows are still visible today, although they are boarded up and/or deteriorated. There is no information on the original interior space of the Bottling Works.

(k) Ferry Slip and Sand and Gravel Wharf (WA-198-K)

The sand and gravel wharf was constructed between 1914 and 1919 (14). The 1919 plan shows the configuration of the wharf to be almost the same as it is today, with the exception of a southeast corner parcel that was filled in at the time of the ferry slip construction. The ferry slip and buildings are treated as additions to the sand and gravel wharf.

6. Alterations and Additions

(a) Main Dock

- 1905--"Increased capacity of dock and warehouse"; specifics unknown. (15)
- 1906--Added northeast section of the dock, with a new warehouse, and the early ticket office. (16)
- Between 1907 and 1911--expanded wharf to fill in area in front of early ticket office. (17)
- Between 1909 and 1911--filled in large rectangular area of wharf south of the Freight Warehouse to the railroad track; new Anacortes Ice Company location. (18)
- Circa 1914--sand and gravel wharf added, west of the main dock. (19)
- Circa 1920--Ferry slip added between the two wharves; other buildings built on the sand and gravel wharf. (20)
- Between 1951 and 1975, rectangular area cut out of the northeast section of the dock. (21)

(b) Freight Warehouse

- Between 1907 and 1911--Ladder added to east end of roof, south facade. (22)
- Between 1911 and 1914: Original warehouse building moved to its present location on the dock; and warehouse shown in WA-198-14 north of the early ticket office was aligned with its east end, one 10' bay left between; then all were roofed to create the present warehouse. (23) Physical evidence: exterior gable ends of the original warehouses visible on each side of a 10' bay. Plank flooring on west side, diagonal; in central bay and east side, diagonal is laid over with vertical planking. The two windows shown in south facade of WA-198-14 no longer visible after the move (WA-198-15). Framing of windows can be seen in present building. Office noted on 1909 map removed to create one open warehouse space. "Curtis Coal Dock" on roof changed to "Curtis Wharf Company"--incorporation date, 1/11/1911. Ticket Office joined to south facade, east end (24). Sliding doors added to north and south facades.
- Two other roof poles added, presumably for radio antennae, c. 1914. (25)

- Painted blue-grey over original umber, date unknown.
- Boat cabin placed on dock at northwest corner, north facade, date unknown.
- Central bay of east facade was boarded up (physical evidence, date unknown.)
- Windows added at upper level, north and south facades (26)
- Interior loading dock with slatted sides constructed, date unknown.
- Room built above it, date unknown
- Toilet and utility area added; access through Ticket Office, c. 1915 (physical evidence.)
- Wood shingle roof replaced with corrugated metal, between 1951 and 1976. (27)

(c) Ticket Office

There is firm physical evidence that the early ticket office was incorporated into the southeast corner of the present building. Further evidence seems to suggest that the north section of the building was built in two parts, on the east and west. The two-bay west facade also strongly suggests two separate structures. All of these elements seem to have been brought together at one time, in 1912, when the present building is shown complete on the exterior.

- Early ticket office, probably built in 1906 addition to the wharf; originally 12' X 20'; was decreased in width and incorporated into southeast corner of present building. (28) Physical evidence: a 7'6" X 12' area in southeast corner with 6" ceiling boards; rest of room is narrow tongue-and-groove. WA-198-C-8 shows the early ticket office within the new area in 1912. The flue of the earlier building, seen in WA-198-14 is visible to the right, attached to a stove. Windows also align.
- North section of building divided into two sections, east-west. Date unknown; intact when it all appears as present building, 1912. (29) Physical evidence: north wall retains exterior siding, 6" horizontal tongue-and-groove; framing system in attic space shows east and west as separate sections, and on the interior, ceiling boards change from 6" wide

board on the east to narrow tongue-and-groove on the west. Roofline extends over onto Freight Warehouse approx. 6'.

- New roof placed on the entire length of the building, probably at move, 1912. Physical evidence: rafters of west wall cut, new ones appended. Entire building sided in rustic drop siding.

After 1912:

- South facade: west window removed, two five-panel doors installed, date unknown. (30)
- Toilet area added in warehouse, access made through north wall, east side; date unknown.
- Second floor office made in Warehouse space, access to stair cut in north wall, west side, date unknown.
- South section: plywood laid over 4" board flooring, walls and ceiling covered with wallboard, baseboard heat installed--date unknown.

#### (d) Cement and Plaster Warehouse

- Original wooden dock on the east facade below sliding door replaced with concrete platform, stairs on each side; date unknown.
- Southeast corner of east facade and south facade altered in storefront addition. Added: rough board vertical siding; pent roof with rough-cut wood shingles, concrete water table; brick veneer appended to original horizontal board foundation wall; three large picture windows; single entry with concrete stoop, steps to either side, tubular hand rail. All at some time around 1980 when the south part of the building was used as a lunchroom for Independent Fish Packing Company.
- Wood joist construction, post and beam side walls supporting king-type of trussed beams; originally no interior finish, and open space. At some unknown date the interior walls and ceiling, excepting a small southeast corner section, were sheetrocked.
- Original wood plank floor was covered in poured concrete; date unknown.
- A room was framed-in at the southeast corner to create two toilets, one on either side of a short hall, and a front room used as a sales area and for

various other purposes through the years. Date unknown. (Physical evidence.)

- HVAC system--original not known; modern system added at an unknown date.
- Railroad track, built at a diagonal to the southwest, in 1907 (31) was removed and replaced with concrete and gravel, after 1925. (32)
- "Victor" scale shown in WA-198-15 removed after 1925. (33)
- Concrete ramp constructed on the east facade, date unknown.
- Lean-to roof constructed, asbestos roofing; covering concrete ramp, east facade; date unknown.
- Early coal shed shown in WA-198-15 removed, after 1919. (34)
- Modern shed built to the east, plywood walls, poured concrete foundation, date unknown.
- Concrete bases added beneath foundation posts, date unknown.
- Chain link fence erected; immediate south and east elevations, date unknown.

(e) Ice Plant

The Ice Plant was constructed c. 1907, probably the first building in the Anacortes Ice Company complex. (35)

- Circa 1911--Cold Storage Warehouse appended to north facade. (36)
- Circa 1911--Hay and Grain Warehouse appended to the west; west wall of Ice Plant serves as east structural wall of Warehouse. Exterior clapboard visible on the interior east facade of the Hay and Grain Warehouse.
- Door and windows on east facade removed when the Creamery was added, c. 1914. (37)

(f) Hay and Grain Warehouse

The Hay and Grain Warehouse was probably the second building constructed in the Anacortes Ice Company complex (38); it was added on to the Ice Plant on

the west and shares a common wall. On the northeast corner, the Cold Storage Warehouse was added. On the west, the Bottling Works; on the south facade, west section, the Feed Mill.

- Window on north facade boarded over; date unknown.
- A canopy extending across the north facade of the building in c. 1935 has been removed, date unknown. (39)
- Sliding door covered by the addition of the Cold Storage Warehouse, north facade, between 1909 and 1911. (40)
- Poured concrete loading dock added on top of wooden dock, north facade; date unknown.
- West facade, north section; window boarded over. Date unknown.
- Windows shown in WA-198-16, 1914, boarded up when west wall of Hay and Grain Warehouse became common wall between Bottling Works, appended between 1914 and 1919. (41)
- South facade--space between the Feed Mill on the west and the Ice Plant on the east made into a concrete dock. Added on to south facade (exterior sided wall visible.) Date unknown. Framed-in corrugated plastic roof added to enclose the dock, date unknown.
- Interior of the Warehouse: originally post and pier, the walls were not finished. At an unknown date wallboard was attached on the west side, west wall; north wall; south wall; ceiling; and between the posts on the central row. At the same time, a framed-in and sheet-rocked ceiling was added to the east section, to create a two-story space. (Physical evidence.)
- A new concrete floor was added over the original wood flooring, date unknown. (Physical evidence.)
- An opening was cut into the west facade at the north end, to access the Bottling Works, date unknown (Physical evidence.)
- The sliding door on the south section of the west facade was removed and the opening retained when the Bottling Works was constructed, between 1914 and 1919.

(g) Cold Storage Warehouse

Originally a warehouse building, the Cold Storage Warehouse was moved to this site between 1909 and 1911 and appended to the Ice Plant and the Hay and Grain Warehouse. (42)

- The original wood roof truss warehouse construction is visible in the attic space. The old truss was cut off and a new raftered roof installed, at the move date, between 1909 and 1911.
- Shed addition appended to west facade after 1924, (43) enclosing brick chimney. Included window and sliding door on the west, single entry on the north. Consequently the shingled roof was extended, to a catslide appearance.
- Storefront added; on north, large plate-glass window replaced sliding doors; single entry added; on east, entry is set back, flanked by a large plate-glass window on each side. (44)
- Single-pane square window cut into north facade, just below gable line; after 1924. (45)
- Original interior configuration unknown, assumed warehouse space used as cold storage for the Ice Plant to the south. When the storefront was created the interior walls, originally narrow tongue-and-groove, were covered with wallboard. The floor has had linoleum laid over plywood.

(h) Feed Mill

The Feed Mill was present on the site by 1911. (46)

- The top floors were removed to create a two-story space. Date unknown.
- On the west facade, windows were introduced into the facade above the first floor, c. 1925. (47)
- A sliding door was added, west facade. Date unknown. (48)
- South facade, a window added at the second story level; it is still extant. (49)
- Dock area expanded to the south, between 1920 and 1925. (50)
- Sliding door, concrete block foundation wall, multi-paned casement sash added to south facade, date unknown.

- Small gabled building, "Ferry Cigar Stand," added on south between c. 1920 and c. 1925, then removed, date unknown. (51)
- On the interior, the stair to the second floor was removed, date unknown.
- Sheet rock added to some areas of the walls and ceiling, date unknown.
- Concrete floor added to original wood floor, date unknown.

(i) Creamery

The Creamery was constructed c. 1914. (52)

- On the north, two square single-pane windows were added, before c. 1935. (53)
- A canopy is documented on the north facade, c. 1925. It was removed at an unknown date. (54)
- East facade: a sliding door was added on the north end, date unknown. (WA-198-I-6)
- A small pent roof was added over the entry, east facade, north section, date unknown.
- An insulated wall was added on the east facade, south section, at some time after 1925.
- The interior space appears to have been added on in two sections, but there is no documentation on the original structure or these alterations. (Physical evidence.)

(j) Bottling Works

The Bottling Works is not on the site in March of 1914 (WA-198-15) but it is documented on the 1914 Sanborn Map; hence it was probably constructed that year.

- North facade: two windows boarded up, a sliding door installed; a canopy was appended on the front and removed; all alterations dates unknown. (Physical evidence.)
- Coal bin is shown at the north facade in 1914; it was at this location prior to the Bottling Works' construction. (55) It had been removed by 1925.

- West facade: window and door openings boarded up or altered, date unknown. (56)
- Shed dormer removed from roofline, date unknown. (57)
- Interior: concrete floor poured over partial area of board flooring. Date unknown.
- Deteriorated wharf area in front of the building has collapsed, date unknown.

(k) Ferry Slip and Sand and Gravel Wharf

- Between 1919 and 1925, the ferry slip was added to the sand and gravel wharf. (58)
- The wharf was filled in at the southeast corner.
- Three small buildings were erected next to the bunkers, on the east side of the sand and gravel wharf: a ticket office, U. S. Customs Office, and shelter. (59) None of these structures survive.

## B. Historical Context

There are few architectural complexes that better illustrate the history of the exciting growth and expansion of the Pacific Northwest in the early twentieth century than Curtis Wharf. Constructed at a time of great financial adventure, founded upon the exploitation of the vast natural resources of the country, Curtis Wharf represents a vernacular industrial and commercial complex, of a type once common and prolific, now becoming extinct.

The history of Curtis Wharf begins with the founding of the city of Anacortes. City Father Amos Bowman and his wife, Annie Curtis, embellished upon her name to make it compatible with the preceding Spanish and Portuguese names: Fidalgo, Guemes, Lopez. (60) Bowman originally came to the area in 1876, bought 168 acres, built a small wharf, established a post office and newspaper, and printed a promotional map on Anacortes. (61) At the time of his arrival, Anacortes had already been through a "boom and bust" period of speculation, based on the possibility of "Ship Harbor" (its earlier name) becoming the terminus for the Northern Pacific Railroad. The Panic of 1872 put an end to these hopes, and by the time Bowman arrived, real estate was considerably less expensive than it had been five years earlier.

Soon after purchasing the Anacortes real estate Bowman, a civil engineer, left the area and went on to work in San Francisco. It was at his next adventure, tracing coal measures in British Columbia, that he was contacted by H.H. Holcomb of the Oregon Improvement Company. Holcomb proposed more railroad development in Anacortes, if Bowman was able to obtain 2,000 acres; Bowman and Annie returned, and this time they stayed.

The waterfront at Anacortes had undergone considerable activity during his absence. It was Bowman himself, who, with another partner, had erected the city's first wharf, east of the Curtis Wharf site, in 1879. Upon his return, he saw the Guemes Channel filled with logs being readied for the Tacoma mills. Regular steamship routes to Anacortes had arrived with the mail service, and by 1883 three first-class steamers were stopping, each of them four times a week. Also in 1883 the first wharf was built that measured over 100'. (62)

In 1889 another "boom and bust" period began, when rumors flew that the terminus of the first transcontinental railroad would be upon Fidalgo Island:

...precipitating one of the most extra-ordinary

booms known, even in that time, upon Puget Sound. ..That was the heroic age of Anacortes. Those beautiful solitudes extending from Cap Sante to Deception Pass, upon which a few farmers, lumbermen, storekeepers and steamboat men had been carrying on a quiet, though substantial trade, became suddenly transformed into one of the most typical of all typical western boom towns, where the boomer boomed, the promoter promoted, the gambler gambled, the grafter grafted, and the sucker sucked. ..In 1886 a considerable portion of Fidalgo Island was still government land. Even land with title was held usually at no more than from \$2.00 to \$10.00 per acre...In the early part of 1889 a price of \$90, \$100 or \$150 per acre began to be the common thing, while within a few months later prices began to soar to \$300, \$400, or \$500, or almost anything that the owner had the nerve to ask, for apparently purchasers were willing to take land with no questions asked and with unmeasured hopes of the future. (63)

The man responsible for Curtis Wharf, Melville Curtis, moved to Anacortes in 1890, in the midst of this uproar. Curtis is a man of almost mythical stature in the history of Anacortes. Born in New Jersey in 1849, his father, a papermaker by profession, died when he was eleven. His mother was born in Quebec of English descent, and at the death of his father Curtis moved to Canada and lived with relatives until he was sixteen, when he enrolled in the Rensselaer Polytechnic Institute in Troy, New York. In September of 1871, after successfully completing the four-year course in mining and civil engineering, he moved to Austin, Nevada, to become assayer for the Manhattan Mining Company.

Melville Curtis belonged to a family with interesting connections. His older brother, Allan A. Curtis, was in Austin at this time, and if he was not the owner of the silver mine he had at least made some money from it; Austin, and the Manhattan Mine features prominently in family photo albums and memorabilia, and in 1878 Allen financed the construction of a beautiful Episcopal church in Austin, in memory of his and Curtis' mother. (64) Curtis and Allan were also brother to a famous woman: Annie Curtis of Anacortes fame was their sister. It should be remembered that Annie's husband, Amos Bowman, was also a civil engineer.

In 1885 Melville Curtis visited his sister Annie and invested in some real estate in Anacortes. He was promoted to Assistant Superintendent of the mines in 1886; but this

new post was short-lived; the silver mines closed in 1887, due to the great depreciation in silver. By this time he had married, and after brief stints in the lumber business in Mendocino, California and as manager of the Puget Sound Blast Furnace near Port Townsend, Washington, he and Mrs. Curtis moved to Anacortes permanently in 1890.

Immediately upon moving to Anacortes, Curtis began his life-long pursuit of devoting his time and talents to the development of the city. He was a member of the first City Council in 1891, and one year later he was elected mayor. There are many accounts in Anacortes' history of Curtis' dedication and generosity:

After the bursting of the real estate boom, the collapse of the chamber of commerce and scattering of the real estate speculators to other fields, there was a lull in the situation, during which the left-overs who hadn't enough money to make a get-away possible, lived on remittances and clams. Later came the organization of the board of trade which met in the justice court and functioned principally by telling each other of the things that ought to have been. Those were the days when one who worked for the "best interests" of the city did so without remuneration for services of expense money. Thus it was difficult to get a worker on committee assignments. But at a meeting one evening the chairman discovered the late Melville Curtis asleep in his chair and promptly appointed him to head an important committee. This committee did effective work, using the wires freely as Mr. Curtis' pocketbook would permit of, and brought to the city Lowman's Barrel Factory. (65)

The Anacortes American paid tribute to Curtis and the Curtis Wharf Company in a 1914 account:

No man has been more closely and intimately connected with the development of Anacortes than Mr. Curtis. When he decided to make his home here, twenty-four years ago, Mr. Curtis, together with other public spirited pioneers, reached the conclusion that the only way to build a city was to secure industries, and that the only way to secure industries was to offer manufacturers inducements in the way of free sites for their plant. Working on this plan through the Chamber of Commerce, they succeeded to such an extent that today Anacortes has more

industries than any other city of similar population on the Pacific coast. Much of the property where the shingle mills are located was once owned by Mr. Curtis. He absolutely refused to sell property for speculative purposes, but was at all times willing to give sites for factories.... Without her mills and factories Anacortes would never have been a city; that these plants, with their huge pay rolls and armies of employees are here, is almost entirely due to the unselfish, public spirited work of those progressive pioneers who builded better than they knew. (66)

Curtis was to serve the city in various positions as mayor, city councilman, county commissioner, and school board member for the rest of his life. A founder of the city's park board, he gave Cap Sante Park to the city in 1900; it was named after a favorite childhood promontory in Quebec. Curtis exemplified the early pioneer however, not only in his civic generosity, but also in his commercial accomplishments.

When Melville Curtis first decided to go into the coal and wharf business, he had some help from his family. Amos Bowman and Annie Curtis were the owners of the Curtis Wharf site as early as 1891. In 1893 Curtis' brother Allan purchased a large portion of the site from the Bowmans. Melville Curtis purchased different parts of the property in 1902 and 1903, and finally purchased Allan's lots in 1907. (67) By this time Allan had made a permanent move to San Rafael, California. (68) The actual physical history of Curtis Wharf begins with a notation from Melville Curtis' biographical page in The History of Skagit and Snohomish Counties: "Discovering an excellent opening in the wharfage business, he constructed, in 1903, the wharf which he now owns, and by strict adherence to sound principles he has built up a splendid trade in coal and building supplies." (69)

The wharf's original configuration at this time was in the form of an "L", with the corner angling sharply east into the Guemes Channel. The first building, a one-story warehouse, served as both the office and warehouse. (70) Within three years, Curtis was able to substantially increase the area of the wharf and its business capacity:

Improvement in Anacortes continues on every hand. Melville Curtis, proprietor of the Avenue O Coal and commercial dock is having an addition 40 X 100 put

on, the pilings are almost all driven and the caps and floor will be put on at once. He will also erect on a part of this new dock another large warehouse to accommodate the boats which now land there for the purpose of discharging and taking on freight. ...This is the second time within twelve months Mr. Curtis has been obliged to increase the capacity of his dock and warehouse and it is more than likely he will be forced to again increase its size before the fall is over, as there is a continual increase of business coming over his present wharf and a continual increase in the number of boats landing there for freight and passengers. (71)

Soon after this account, in 1907, the first photograph taken on the wharf documents the additions that were made: The dock had been expanded to the east, and two new buildings added: a 12' X 20' ticket office and another warehouse, 30' X 60'. (72) The 1905 improvements mentioned probably refer to the Cement and Plaster Warehouse to the south, and it is also possible that a part of the Anacortes Ice Plant had been built by this time. Curtis' advertisement in the January 15, 1907 Anacortes American promotes the business: "Black Diamond Steam Coal, Wellington Domestic Coal; Roche Harbor Lime, Brick, Sewer Tiles, Cement, Free Clay, Fire Brick, Plaster; Cabot's Shingle Stain, and Wood Fibre Plaster, Ice Plant and Warehouse." (73) In the same year a 45' extension was made to the "Curtis Spur" of the Seattle and Northern Railway line (74), and the city of Anacortes had "planked" O Avenue, creating a better access to the wharf. (75)

While business on Curtis Wharf was booming, the city as a whole enjoyed a period of prosperity. A 1908 promotional brochure hailed Anacortes as "The Gloucester of the Pacific": "80 miles north of Seattle by boat, 92 by rail, as the nearest American transcontinental railroad city to the Straits of Juan de Fuca and the Pacific Ocean, the city has secured itself a very favorable position...Anacortes has, in proportion to the population, more industrial establishments than any other city in the Pacific Northwest with annual payroll aggregates of \$967,320." (76) At this time, the population was 6,200 people, and there were more than fifty manufacturing and commercial enterprises.

The convenient location of Anacortes on the water insured its success in the timber and fishing

industries: eleven shingle mills employed 500 shingle weavers and produced 1,325,000 shingles daily, and there were four lumber mills. (77) The fishing industry received a boost in 1891 when Capt. John A. Matheson sailed to the Bering Sea and returned with the first catch of Bering Sea cod to be cured on the coast. Soon codfish became a thriving industry. Bill Robinson established the first codfish plant around 1900, and by 1908 the codfish fleet had grown to four vessels, and 132 men. The city in this era was the largest producer of fish on Puget Sound, home of six of the largest salmon canneries in the world (78); in 1908 Anacortes was responsible for 54% of the entire catch for the Pacific Northwest. (79) Over 15 docks lined the Anacortes waterfront; today, Curtis Wharf is the last survivor of this exciting time in the city's history.

The years between 1907 and 1912 saw more expansion of the wharf and its development into the complex much as it appears today. Between 1909 and 1911 a large addition was made to the dock on the west, allowing for new buildings to be erected for the commercial establishment of the Anacortes Ice Company. In a photograph published in 1911, "Plant of Anacortes Ice Company and Curtis Dock," four more buildings have been added. (80) A good view is provided of the Cement and Plaster Warehouse, which was probably built in the 1905 expansion. The Anacortes American of 1911 documents the establishment of the commercial ice plant that was to coexist on the dock with the coal and building supplies business:

Starting what is now a very important business on a small scale and building it up to its present proportions through strict attention to business, modern methods and integrity, E. Van Buren is responsible for the Anacortes Ice Company, although others are associated with him, and have furnished additional capital to make possible the plant operated today. Mr. Van Buren established the business in 1906, but at that time he shipped all his ice in from outside points, and it was not possible to properly care for the trade, let alone caring for other lines which are now handled by the company. The plant has a daily capacity of 8 tons of ice, which finds ready sale, both in Anacortes and outside towns. Then also, about 50 gallons of ice cream are made daily during the summer season and a bottling plant is operated in connection, in which all sorts of

soft drinks are manufactured. These, also, are shipped to outside points aside from furnishing local dealers. The company also has the largest feed mill in Skagit County with a daily capacity of twenty-five tons. Corn meal and all grain chops are manufactured. The company is also agent for the Seattle Brewing Company, handling Rainier keg and bottled beer, etc., and a large percentage of the local dealers--and those of the county are furnished by the Anacortes Ice Company. The family trade is also carefully looked after. Cypress Springs mineral water is bottled and furnished in any desired quantity for hotel or family use. The buildings used by the company at the present time are 24 X 120, one 22 X 70, one 40 X 90 and one 36 X 38. However, these are not adequate to the requirements of the company and will be enlarged as may be required to meet the demands of the trade. Associated with Mr. Van Buren, who is Vice President and General Manager, are E.A. Phillips, President, and Melville Curtis, secretary and treasurer; but it is to the energy and ability of Manager Van Buren that the business has been built up to its present splendid proportions and so great a success achieved. An average of 10 men are employed in the various departments, their payroll being a considerable factor in the general prosperity of Anacortes. (81)

The four buildings mentioned are not all visible in the 1911 photograph; but the existence of the Ice Plant, the Cold Storage Warehouse, the Hay and Grain Warehouse, and the Feed Mill are documented at this time.

On the first of January, 1911, Curtis and his wife Fannie incorporated the business and from this point on it was known as the Curtis Wharf Company. It was immediately after this incorporation that the coal and steamer business on the north part of the dock were transformed into the building complex recognizable today.

An interesting sideline in the history of the wharf, and indeed, in the history of architecture in the Pacific Northwest, takes place around the concept of architectural mobility. In the early days of balloon frame construction, buildings were moved and reused as a matter of course. After the "bust" in 1899, many of the commercial buildings that had been constructed in the western part of the city were moved to lower Commercial Avenue to form the new business district; one account relates the three-story Mercantile Building being moved

on "a sort of turn-table," drawn by horses. (82) The placement of frame buildings on a dock, without foundations, made this process even easier.

Photographs WA-198-15, 1911, and WA-198-16, 1914, document the many changes that had taken place in six years. Between 1909 and 1911, the dock had been expanded to its present western boundary on the water, and at this time the two warehouse buildings were joined together, on either side of a central added bay, and all roofed as one building, to create the Freight Warehouse on its present site. It is at this time as well, in 1912, that the early ticket office was incorporated into the present Ticket Office. (83) Photograph WA-198-15 illustrates the expanded Curtis Wharf Company, newly incorporated, as it appeared in 1914. To the north is the Freight Warehouse; it is adjoined on its east end, south facade, by the Ticket Office. Visible in the inner court behind a coal bin are the Anacortes Ice Company buildings, the Cold Storage Warehouse (with gabled roof); behind it, the Ice Plant (with rear tower); adjacent to the water, on the west, the Hay and Grain Warehouse; and to the south, the Feed Mill.

While the coal and building supplies business and the Anacortes Ice Company were flourishing, the second part of the business at Curtis Wharf, distinguished in a 1914 newspaper article as "separate and distinct," the steamship and express agencies, had also garnered a position of exceptional importance, not only in Anacortes but for a much larger Puget Sound area.

The histories of both the development of maritime freight and passenger transportation in this area and of Curtis Wharf are inextricably linked. The steamers necessary in providing passenger and freight transportation to the maze of inland waterways in Puget Sound began at an early date, offering at the time of the wharf's construction in 1903 daily service to Seattle as well as a tri-weekly mail and freight service to the adjacent islands. (84) By 1909, Curtis was the agent for the Island Navigation Company and the La Conner Trading and Transportation Company; by the time the new Ticket Office was constructed in 1912, the steamer Taku II was running the Bellingham route, and service was also being provided to Friday Harbor. The steamer service was at its peak in 1914 when the roof of the Freight Warehouse advertised "Daily Steamers to Seattle, Bellingham, and San Juan Island Points." (85)

It was also in 1914, in a special edition of the Anacortes American, that the significance of Curtis Wharf to commerce and trade in the Puget Sound area

becomes evident, in an article entitled "Curtis Wharf Company Handles City's Extensive Maritime Traffic":

The Curtis Wharf Company occupies an unique but very important place in the industrial and commercial life of Anacortes. This company, which really represents the incorporated interests of Mr. Melville Curtis, acts as agent for the Puget Sound Navigation Company and the Inter-Island Steamship Company, which operate sound steamers between Anacortes and other Puget Sound cities, and is also local agent for the Northern and American Express companies and the Alaska-Pacific Steamship Company. All the water traffic and transportation to and from Anacortes is handled over the Curtis docks, which are very extensive. Needless to say, Mr. Curtis and his assistants are very busy men. ...Under the name of the Curtis Wharf Company, Mr. Curtis conducts two separate and distinct lines of business, the steamship and express agencies, and the coal and building supplies business. The company handles a large trade in coal and building supplies, both retail and wholesale. Thousands of tons of coal are handled in a year, and the large bunkers at the Curtis docks are always loaded to full capacity. (86)

Steamship travel was to remain preeminent until the early twenties when the business life of the wharf faced severe challenges upon the advent of the automobile and the decline of the coal business. As trucks began to take over the freight business from the railroads, more and more ferries were needed to transport the automobile through the Sound's inland waterways. By 1921 automobile service was being provided on many runs in the Sound, but there was no convenient service to Victoria and Vancouver Island. The only option for travellers on these routes was the steamer "Sol Duc," operated by the Puget Sound Navigation Company from Port Angeles across the Strait of Juan de Fuca to Victoria or the boats run by the Canadian Pacific Railway from Seattle to Nanaimo. These options were not highly popular, since they were able to accommodate only a few cars at a time and they had to be "partially disassembled to load them onto the boats." (87)

A successful attempt to remedy this situation was made by Captain Harry Crosby when he initiated the Anacortes-Sidney Ferry line in April of 1922. Crosby was already in the steamer business in the area, and operated the "City of Anacortes," the "Bainbridge," and the "Alvarene." For the new Anacortes-Sidney ferry

route, Crosby adapted the kelp boat "Harvester King." The ferry service was a great success, and the first June carried 600 cars and 3,000 passengers. (88) The first few years of the ferry's operation had been conducted from a dock at Q Street, but by 1925 it had moved to a newly constructed ferry slip at Curtis Wharf. The dramatic upheaval in the maritime industry from steamer to ferry was anticipated by Melville Curtis, and he was able to expand the Curtis Wharf to accommodate itself to the future. In less than ten years the auto ferry was to replace every steamer on each of the Sound's major routes.

In the earliest period of the dock's development, Curtis had purchased land and tideland rights to the area to the west of the main dock. As an adjunct to his building supplies business, he built a sand and gravel wharf on this site between 1914 and 1919. (89) By 1925 he had expanded and developed this wharf to create a new ferry slip. (90) The old steamer trade continued its operation on the main dock at the Warehouse and Ticket Office, but through the construction of the new ferry slip, Curtis Wharf was able to change with the times and secure the new maritime automobile and truck business as well.

Photographs WA-198-18 and WA-198-19 illustrate the tremendous physical change and exciting boost in activity that took place on Curtis Wharf at this time. In the first photograph, the Feed Mill can be seen on the right, with a small "Ferry Cigar Stand" added to the south. Passengers are notified that the waiting room is on the main dock. On the sand and gravel wharf to the west, a U.S. Customs and Immigration office sprang up, and a ferry ticket office. None of these buildings survive today.

The establishment of the ferry slip was to be Curtis' last shrewd business accomplishment; he died on March 19, 1925. The city of Anacortes paid magnanimous tribute to his memory:

City is silent as dead pioneer is laid to rest--Melville Curtis, one of the city's founders, long its mayor, for 35 years a leading businessman, fails to survive operation and passes away--remains laid to rest as city pays tribute to his memory--life history of generation is history of city. ...From two o'clock until four, while the funeral was taking place, every store and office in the city closed; the city hall offices were closed; as were the banks and the post office, the whole city uniting in paying a tribute to the memory of a pioneer who had passed on. (91)

After Curtis' death, the development of Captain Harry Crosby's Anacortes-Sidney Ferry line out of Curtis Wharf created a fierce rivalry between the old independent steamer companies and the new wave of automobile and truck ferries. Many of the smaller companies were put out of business in the ensuing rates war. The Puget Sound Navigation Company, for whom Melville Curtis had operated as an agent for many years, had the necessary financial strength to buy out Crosby and the remainder of the smaller companies, consolidating all the ferry and freight service under their control in 1935. An era ended in 1951 when the company was taken over by the State of Washington.

During the twenties and after Curtis' death, under Mr. Bill McCracken's management, the ice company and the bottling works continued to prosper. The last two buildings in the Ice Company complex, the Creamery and the Bottling Works, were the last major buildings to be added to the wharf, both by 1914. (92) The company was to run a viable business for many years, with the bottling works hustling "Whistle" soda water, bottled "Crush" and "Skagit Chief", "Setrocana" (Anacortes spelled backwards), "Egnaro" (orange, ditto), and "Skagit Maid" ice cream. The Bottling Works, Creamery, and Ice Plant are still fondly remembered by many Anacortes residents.

In 1974 Curtis Wharf was sold by McCracken Products Inc. to various investors, and from that date to the present day has had many owners. The addition of poured concrete floors and loading docks coupled with a neglect of the dock pilings and buildings by later owners has contributed to the virtual demolition by neglect of Curtis Wharf. Unfortunately the economic salvation of Anacortes, which took place in the 1950's with the establishment of two major oil refineries, has to date still not accrued to its downtown area, where the wharf could have been restored and used as a part of a commercial revitalization program connected to the tourist industry.

The last documented use of the wharf took place in the 1980's when it was used by the Independent Fish Packing Company as a seafood processing plant. Since the departure of this company the buildings have been vandalized and portions of the dock have collapsed. The history of the wharf will come to an end when it is demolished in July of 1992.

PART I. HISTORICAL INFORMATION: SOURCES

- (1) History of Skagit and Snohomish Counties, Washington. (Interstate Pub. Co., 1906), p. 617.
- (2) Map, "Great Northern Railway Line, Anacortes," 1909. See Supplemental Material #12.
- (3) Ibid.
- (4) Ibid.
- (5) "Melville Curtis Improving Dock," Anacortes American, 29 March 1906.
- (6) WA-198-15 and WA-198-C-8.
- (7) Map, "Great Northern Railway Line," 1909.
- (8) WA-198-21 and WA-198-15.
- (9) "Plant of Anacortes Ice Company and Curtis Dock," Anacortes American, 12 October 1911.
- (10) Fred E. Matthews, Elementary Mechanical Refrigeration (New York: McGraw Hill Book Company, Inc., 1912), p. 96.
- (11) "Plant of Anacortes Ice Company..."
- (12) 1914 Sanborn Map, see Supplemental Material #13.
- (13) 1914 Sanborn Map and "Great Northern Railway, Anacortes #4," 1919; see Supplemental Material #14.
- (14) Ibid.
- (15) "Melville Curtis Improving Dock."
- (16) Map, "Great Northern Railway Line," 1909, and "Melville Curtis Improving Dock."
- (17) WA-198-14 and WA-198-15.
- (18) WA-198-15 and Map, "Great Northern Railway Line," 1909.
- (19) WA-198-16; 1914 Sanborn Map; Map, "Great Northern Railway Line," 1909.

- (20) WA-198-17; WA-198-18; WA-198-19.
- (21) See Supplemental Materials, #1 and #2.
- (22) WA-198-14 and WA-198-15.
- (23) WA-198-15; WA-198-16; Map, "Great Northern Railway Line," 1909.
- (24) WA-198-14 and WA-198-15.
- (25) WA-198-16.
- (26) Ibid.
- (27) Supplemental Materials, #1 and #2.
- (28) WA-198-18; Map, "Great Northern Railway Line," 1909.
- (29) WA-198-C-7.
- (30) Ibid.
- (31) Map, "Great Northern Railway Line," 1909.
- (32) 1925 Sanborn Map, see Supplemental Material #15.
- (33) Ibid.
- (34) 1919 "Great Northern Railway, Anacortes #4" map; see Supplemental Material #14.
- (35) WA-198-21.
- (36) WA-198-15.
- (37) WA-198-15, and 1914 Sanborn Map.
- (38) WA-198-16, and Map, "Great Northern Railway Line," 1909.
- (39) WA-198-12.
- (40) WA-198-15, and Map, "Great Northern Railway Line," 1909.
- (41) WA-198-16, 1914 Sanborn Map, Map, "Great Northern Railway Line," 1909, and 1919 "Great Northern Railway, Anacortes #4" map.

- (42) WA-198-15, and Map, "Great Northern Railway Line," 1909.
- (43) WA-198-G-3.
- (44) Ibid., and see Supplemental Material #1.
- (45) WA-198-G-3.
- (46) "Plant of Anacortes Ice Company..."
- (47) WA-198-17, and WA-198-18.
- (48) WA-198-17.
- (49) WA-198-17 and WA-198-18.
- (50) Ibid.
- (51) Ibid.
- (52) 1914 Sanborn Map.
- (53) WA-198-12.
- (54) 1914 Sanborn Map, 1925 Sanborn Map, and WA-198-I-6.
- (55) 1925 Sanborn Map and WA-198-16.
- (56) WA-198-18.
- (57) Ibid.
- (58) 1914 Sanborn Map, "Map, "Great Northern Railway Line," 1909; 1925 Sanborn Map.
- (59) WA-198-18.
- (60) "Whole City Pays Tribute to Melville Curtis," Anacortes American, 19 March 1925.
- (61) Dan Wollam, The Anacortes Story (Anacortes, the Museum of History and Art, 1975), p. 1.
- (62) Ibid. p. 4.
- (63) "Whole City Pays Tribute..."
- (64) Photograph of St. George Episcopal Church, Austin, Nevada, in collection of Anacortes Museum, Curtis family archives.

- (65) Wollam, The Anacortes Story, p. 12.
- (66) "Curtis Wharf Handles City's Extensive Maritime Traffic," Anacortes American, 19 March 1914.
- (67) Chain of Title; Quit Claim Deed recorded 11/02/09, #76169. Island Title Company, Anacortes Washington.
- (68) "Whole City Pays Tribute..."
- (69) History of Skagit and Snohomish Counties, Washington, p. 618.
- (70) Map, "Great Northern Railway Line," 1909.
- (71) "Melville Curtis Improving Dock..."
- (72) Map, "Great Northern Railway Line," 1909, and WA-198-14.
- (73) WA-198-21.
- (74) Map, "Great Northern Railway Line," 1909.
- (75) Wollam, The Anacortes Story, p. 16.
- (76) "Skagit County, Washington," The Coast XVI December (1908): p. 365.
- (77) Wollam, The Anacortes Story, p. 27.
- (78) The Coast.
- (79) Ibid.
- (80) WA-198-15.
- (81) "Plant of Anacortes Ice Company..."
- (82) Wollam, The Anacortes Story, p. 28.
- (83) WA-198-C-7; WA-198-C-8.
- (84) Julie Koler, "National Register of Historic Places Registration Form, Curtis Wharf, 1987," photocopy. Washington State Office of Historic Preservation, Olympia. Also WA-198-C-7 and WA-198-C-8.
- (85) WA-198-16, and Koler, "National Register Nomination."

- (86) "Curtis Wharf Handles City's..."
- (87) Koler, "National Register Nomination."
- (88) Ibid.
- (89) Map, "Great Northern Railway Line," 1909,  
and 1914 Sanborn Map.
- (90) 1925 Sanborn Map.
- (91) "Whole City Pays Tribute..."
- (92) 1914 Sanborn Map.

PART II. ARCHITECTURAL INFORMATION

A. Main Dock (HABS No. WA-198-A)

1. General Statement: the main dock of Curtis Wharf faces north into the Guemus Channel. It is constructed of log pilings, supporting a sub-floor of wide board (11") planking.

(a) Architectural character: N/A

(b) Condition of fabric: The main dock of Curtis Wharf is in a hazardous and deteriorated condition. Many of the pilings have failed, and parts of the substructure have collapsed.

2. Description of Exterior:

(a) Overall dimensions: approx. 130' X 130' with a 15' wide extension that angles out into the Guemus Channel for approx. 135'.

(b) Construction: pilings range from the earliest date of construction in 1903, rough-cut logs with bark intact, to later tar-coated examples. Many of the pilings have been encased in circular columns of concrete, and in some instances only these columns survive, with the interior wood column completely eaten away. Massive timber beams rest upon these pilings, supporting the subflooring of the wharf.

(c) Site: The Curtis Wharf extends out into the Guemus Channel to the north. To the east of the wharf is the Port of Anacortes; to the west, beyond the sand and gravel wharf, a deteriorated dock known as the Standard Oil Dock (visible in WA-198-17.) Directly south and east is the central business district of Anacortes.

B. Freight Warehouse (WA-198-B)

1. General Statement:

(a) Architectural character: one-story warehouse structure employing a wood-truss framing system.

(b) Condition of fabric: The building is in poor condition, primarily due to the failure of the pilings at the building's north edge.

2. Description of Exterior:

(a) Overall dimensions: rectangular plan, 30' X 120'.

(b) Foundations: Set upon wharf subflooring.

(c) Walls: Board and batten siding, originally painted umber, later blue-grey.

CURTIS WHARF  
HABS No. WA-198 (Page 36)

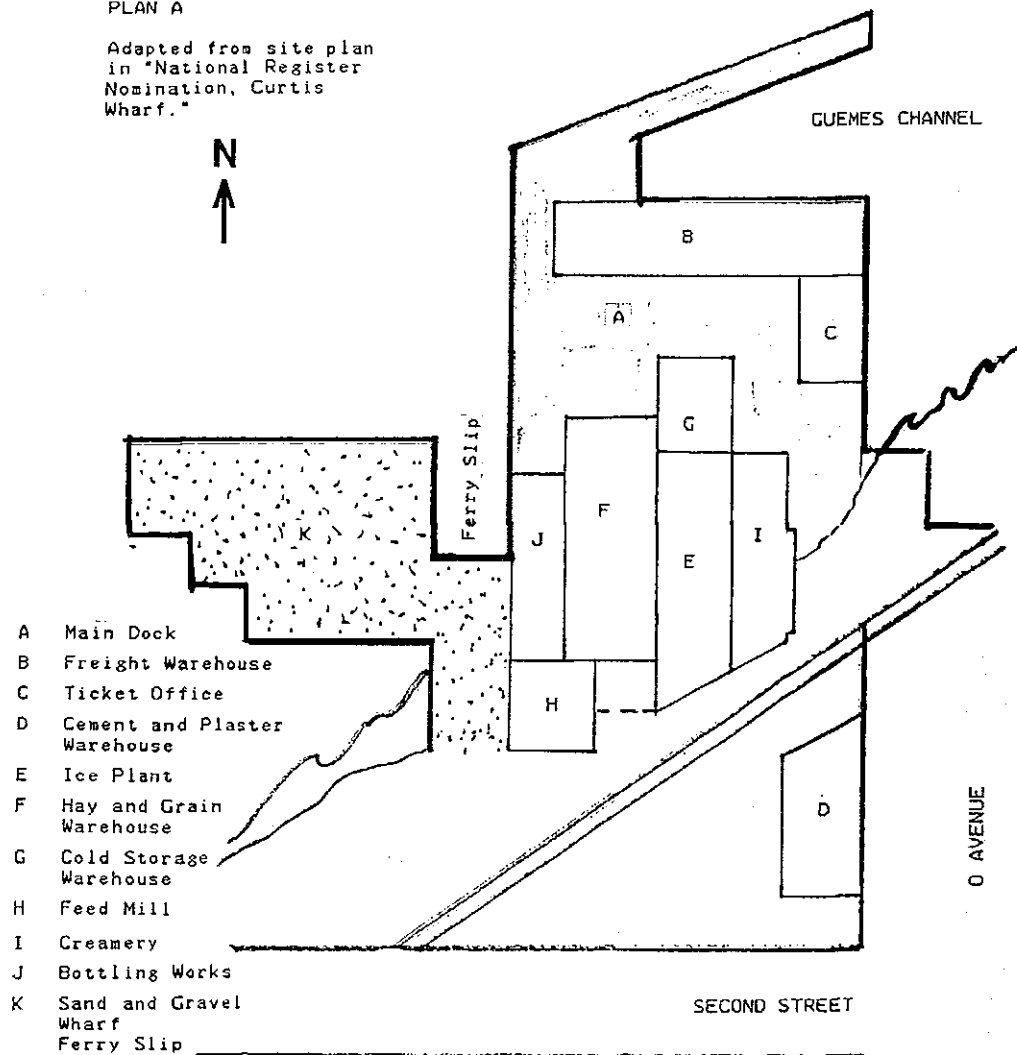
CURTIS WHARF

Anacortes, Washington

Approx. 1" equals 50'

PLAN A

Adapted from site plan  
in "National Register  
Nomination, Curtis  
Wharf."



Buildings are named according to the 1914 Sanborn Map.  
They are lettered chronologically, according to their  
dates of construction.

(d) Structural Systems, Framing: one-story industrial building, post and beam side walls supporting queen-type wood roof truss.

(e) Openings:

1. Doors: All exterior sliding doors are of vertical boarding.
2. Windows: North facade, east to west: two two-over-two light contiguous sash; no sash. East facade: single opening, no sash. South facade, east to west: three two-over-two light contiguous sash, and two three-over-three light contiguous sash (left sash missing.)

(f) Roof:

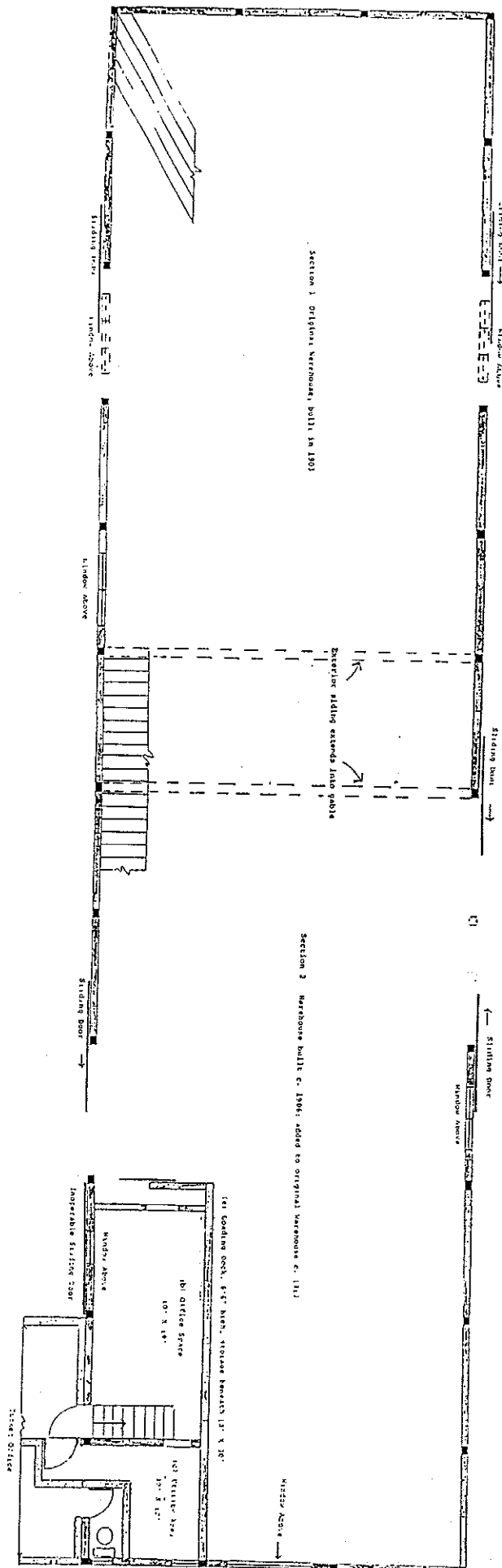
1. Shape, covering: gable, corrugated metal.
2. Cornice, eaves: wooden gutter.

### 3. Description of Interior:

(a) Floor plans: Warehouse is open in plan; however, a loading dock, a second-floor room over the loading dock, and a toilet area addition to the Ticket Office intrude upon the warehouse space in its southeast corner. (See Plans B & C.)

1. Loading dock: 10' X 20', side walls constructed of slatted boards.
2. Room built over the loading dock, 10' X 19', accessible by stair from the Ticket Office. Interior is finished on three sides in narrow tongue-and-groove of unpainted pine. The south wall is common to the warehouse. Two square openings, with no sash, provide a view of the warehouse interior from the east and west.
3. A one-story utility area has been framed-in on the east side of the dock, and is accessible through the Ticket Office. This space is divided into two parts: a utility area on the north, and a toilet area on the south. Each of these spaces is finished in narrow tongue and groove, painted. Each features a square window, visible on the east facade of the Freight Warehouse. No sash remains. Access to the north area is gained through the Ticket Office. The door opening into the toilet area is a vertical five-panel, with an oval escutcheon plate and matching embossed oval knob of stamped pot metal, in a Colonial Revival style (Yale and Townsend pattern #509.)

→ Z



PLAN B. FREIGHT  
WAREHOUSE  
Approx. 30'  
X 120'

4. Site

(a) General setting and orientation: Warehouse faces north; north and east edges are the edge of the wharf. Adjoins Ticket Office on southeast corner. South facade faces into an interior court.

(b) Historic landscape design: area immediately north of the warehouse was originally a part of the wharf; it was cut out at an unknown date.

(c) Outbuildings: the Warehouse has a non-significant intrusion (a boat cabin) placed on the dock at its northwest corner.

C. Ticket Office (WA-198-C)

1. General Statement:

(a) Architectural character: the Ticket Office is interesting in its lack of formal organization and its frank assimilation of parts to create a functional space. The only item of architectural "whimsy" on Curtis Wharf is visible on the west facade of the ticket office: a sweeping eaves line.

(b) Condition of fabric: deteriorated; part of the subfloor has collapsed.

2. Description of Exterior:

(a) Overall dimensions: rectangular in plan, approx. 20' X 38' (See Plan C.) One story. One bay on the south; two bays each, east facade and primary west facade.

(b) Foundations: None. Sill set upon wharf planking.

(c) Walls: Rustic drop siding painted blue/grey.

(d) Structural systems, framing: balloon frame construction.

(e) Porches: sweeping eaves extend 4' on the west facade to create a shallow canopy.

(f) Chimneys: one brick chimney, located in the center of the building, east side of the roof.

(g) Openings:

1. Doorway and doors: south facade, west end: vertical five-panel double doors, alterations. West facade, south end: door has been removed. West facade, north end: vertical three-panel, glass transom.

2. Windows: all are one-over-one light double-hung sash; none of the lights remain.

(h) Roof:

1. Shape, covering: gabled, wood shingles, deteriorated condition.
2. Cornice, eaves: no cornice or guttering. Eave on west facade sweeps to a four foot overhang.

3. Description of Interior:

(a) Floor plans: The present Ticket Office appears to have been two buildings, brought to the site from an unknown location, and constructed around the original ticket office, which was located at the southeast corner. (See Part I, #6, and Plan C.)

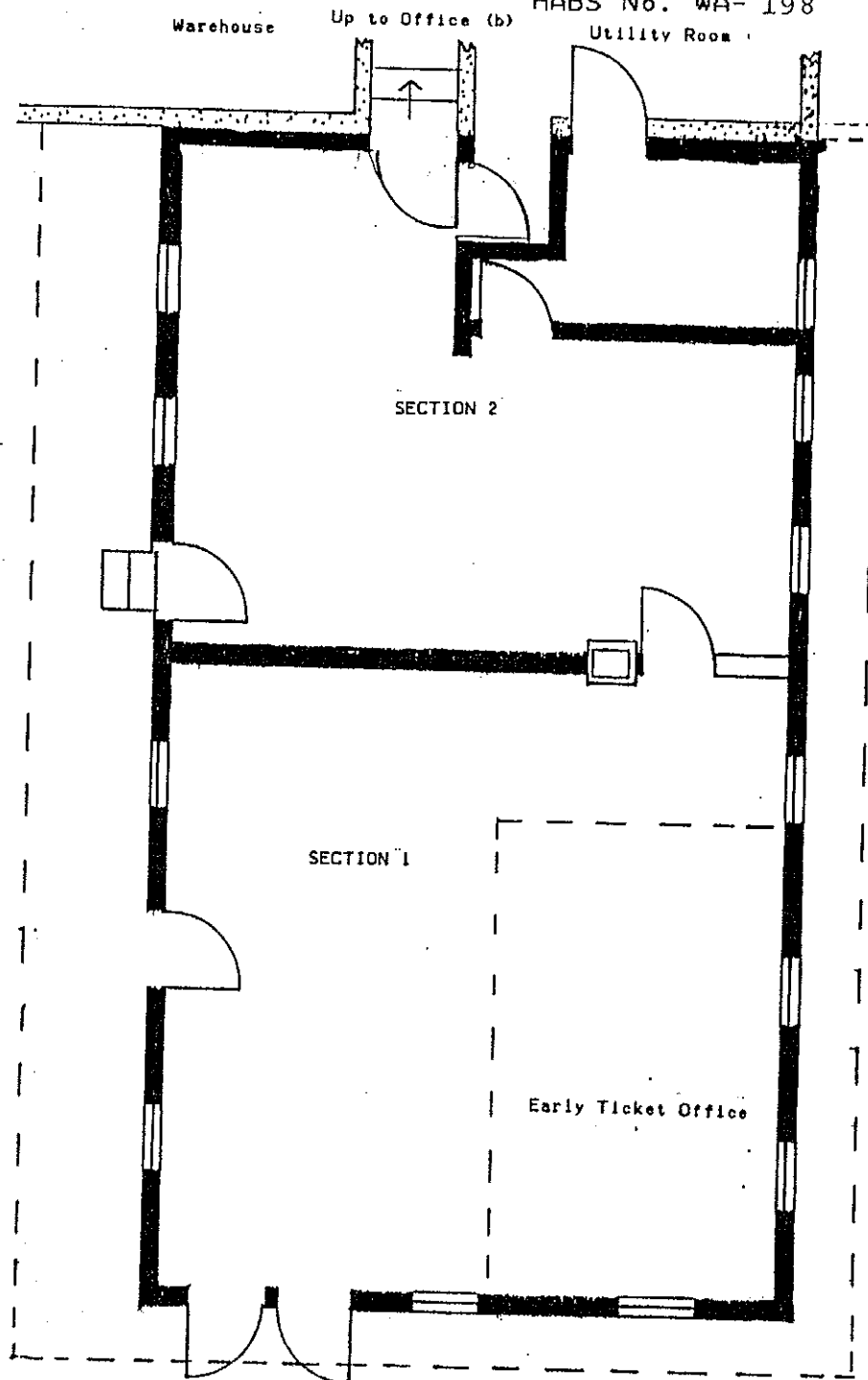
(b) Flooring: originally 6" board flooring throughout.

(c) Wall and ceiling finish: In the southeast corner, the location of the original ticket office, wide boards are used for the ceiling. The area around it makes use of narrow tongue-and-groove. In the north section of the building, there is evidence of a previously existing load-bearing wall in the center, running north-south. To the right of this remnant the ceiling is wide board; to the left, narrow tongue and groove (WA-  
198 -C-5). Walls are finished in narrow tongue-and-groove siding and painted, olive green originally, then beige and blue-grey.

(d) Openings:

- i. Doorways and doors: North facade, double doors; black glass doorknobs, nickel escutcheon plates. North facade of south room: no door extant. North room, south facade of the partition wall: four-panel door, black glass knob. West facade of the partition wall, leading into the Warehouse space: vertical five-panel door, pot-metal Yale and Townsend escutcheon, pattern #509, no knob. Door to stair leading to second-floor warehouse space is not extant.

4. Site: Entry is obtained to the Ticket Office through the interior court of the wharf, on the west facade. The east edge of the building rests directly next to the water, at the edge of the wharf. The south facade faces O Avenue.



PLAN C. TICKET OFFICE  
Approx. 20' X 38'



## D. Cement and Plaster Warehouse (WA-198-D)

1. General Statement:

(a) Architectural character: the Cement and Plaster Warehouse is interesting for its elevated post-and-pier foundation and the false front on the north. Of all the buildings on the wharf, it has been altered the least from its original plan and appearance.

(b) Condition of fabric: The Cement and Plaster Warehouse is in better condition than the other wharf buildings, owing to its intact foundation, on the land side of the wharf. The roof is deteriorated, however, as is the exterior siding, and the interior has been vandalised.

2. Description of Exterior:

(a) Rectangular plan: the north facade angles to the south, in conformance to what used to be the railroad right-of-way. Dimensions: approx. 34' on the north; 68' on the east; 30' on the south; and 53' on the west. A one-story warehouse building, the original primary facade was probably on the west.

(b) Foundations: Massive post-and-pier timber construction, elevated. Covered with a vertical board foundation wall, with a horizontal board serving as a water table.

(c) Walls: rustic drop siding, originally painted umber, now painted blue-grey.

(d) Structural system: Post-and-pier frame, supporting a king-type wood roof truss. Originally an open floor plan.

(e) Porches: Two concrete docks with steps added on the east; concrete ramp added on the west, covered with a metal lean-to roof.

(f) Openings:

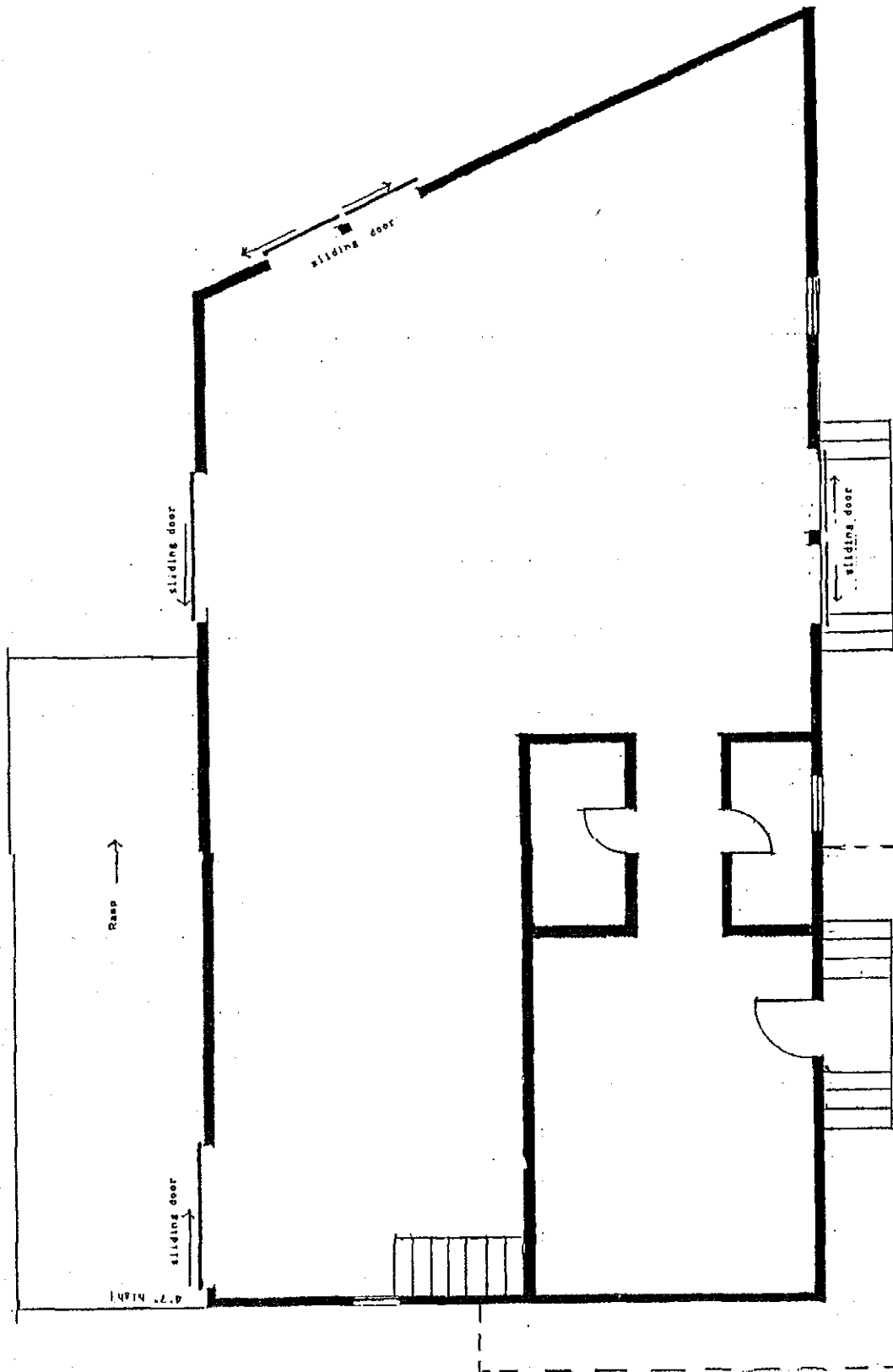
1. Doorways and doors: on the north, two sliding doors, narrow tongue-and-groove; on the east, two sliding doors, narrow tongue-and-groove. Sliding doors on the west are plywood.

2. Windows: two windows on the east, two-over-two light double-hung sash. On the south, one window, same configuration originally.

(g) Roof:

1. Shape, covering: Gabled, asphalt roll roofing.

2. Cornice, eaves: North facade, overhanging box cornice, with returns on the south facade.



PLAN D. CEMENT AND PLASTER WAREHOUSE  
Approx. 34' X 68' X 30' X 53'



3. Description of Interior:

(a) Floor plans: originally, the Cement and Plaster Warehouse was an open space. At an unknown date a rectangular area (See Plan D) was framed-in on the south. This space was finished in sheetrock on both the interior and exterior. The space was divided into two small toilet areas on either side of a central hall, with one room to the south serving as a display room.

(b) Stairways: In the warehouse space, stairs were constructed on the south wall to provide access to the ceiling over the framed-in area.

(c) Flooring: Poured concrete

(d) Wall and ceiling finish: The walls in the warehouse are finished in sheetrock; a ceiling was added below the roof truss. Supports for the truss can be seen below the ceiling

(WA- 198 -D-6).

4. Site:

(a) General setting and orientation: The Cement and Plaster Warehouse faces onto Second Avenue on the south and O Avenue on the east. The north facade faces what was once a railroad track, slanting to the west.

(b) Outbuildings: A shed on the west is an intrusion.

E. Ice Plant (WA-198-E)

1. General Statement:

(a) Architectural character: Very little survives of the Ice Plant's original features, except for some construction details (See #2, (c)).

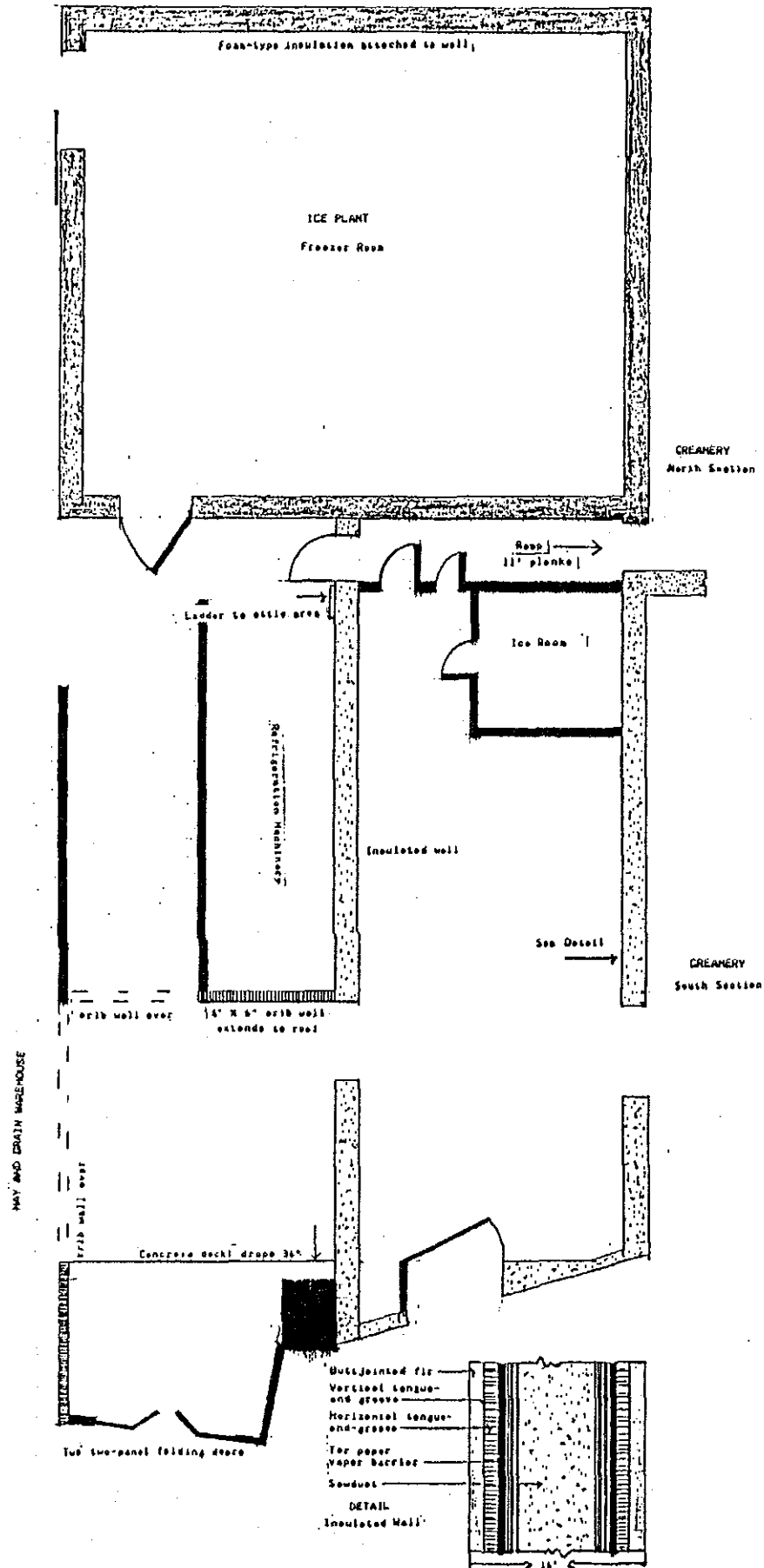
(b) Condition of fabric: Deteriorated, with ceilings collapsing.

2. Description of Exterior:

(a) Overall dimensions: The Ice Plant is rectangular in plan and is approx. 34' X 94'. It has been surrounded by the Cold Storage Warehouse on the north; the Creamery on the east; and the Hay and Grain Warehouse on the west. It is one story.

(b) Foundations: Assumed post-and-pier.

(c) Walls: The west bearing wall of the Ice Plant serves as a common wall with the Hay and Grain Warehouse; visible on the interior of the Hay and Grain Warehouse, it is sheathed in rustic



PLAN E. ICE PLANT  
Approx. 34' x 75'

drop sliding. The Ice Plant is divided into two east-west sections. On the west, a crib wall composed of stacked 4 X 6's extends approx. 25' into the interior (See Plan E). The wall then turns east, extending up through the ceiling to the roof (See WA-198-E-3). The dividing wall between the two spaces is an insulated wall. It consists of a central air space filled with sawdust, sheathed on each side with two layers of tongue-and-groove siding, one horizontal and one vertical, and finished in a sheathing of butt-jointed fir. A tar-paper moisture barrier recurs intermittently through the wall space.

(d) Structural systems, framing: The Ice Plant relies on its insulated side walls and interior 4 X 6 "crib" wall to support a king-type of wood roof truss. The truss extends across both the east and west sections.

(e) Porches: A concrete loading dock has been formed at the south by the addition of a poured concrete floor, on the west side. A shed has been attached at the exterior.

(f) Openings:

1. Doorways and Doors: South facade, west side: A two-panel folding double door; on the east side, a single large door made of plywood.

2. Windows: Two windows are boarded up, on the south facade.

(g) Roof:

1. Shape, covering: A low gabled roof is sheathed with asphalt roll roofing. On the west side of the roof, approx. in the center of the length of the building, is a skylight (shown in WA-198-16).

(2) Dormers, Cupolas, Towers: Originally the building had a gabled building on the roof, sheltering the Ice Plant machinery; the remains of the structure can be seen in the attic space above the machinery space.

### 3. Description of Interior:

(a) Floor plans: The Ice Plant has a freezer room on the north; the south space is divided into two east-west sections. On the west, framed-in on the right side, is a machinery area. A hall on the left terminates at the south wall of the freezer room. The south end of the west side

terminates in a concrete loading dock. On the east side, a fir-lined insulated room extends north to a hallway; the hallway encloses a ramp to the east, opening into the adjacent Creamery.

(b) Stairways: There is a ladder on the east side of the central dividing wall, in the machinery section, which leads up to the attic space for machinery maintenance.

(c) Flooring: The original board flooring can be seen in the floor of the machinery space; 3' of poured concrete has been added, to elevate the floor level in this area, and create a dock

at the south end. The floor was also raised on the east side. The ramp on the north is of wide board flooring.

(d) Wall and ceiling finish: On the west side, ceiling is open to the roof, separated by the 4" X 6" crib wall which extends up into the attic space. On the east side, the ceiling is insulated, sheathed in fir, and lined with condenser coils. The freezer room has foam wall insulation.

(e) Openings:

1. Doorways and doors: On the east side, at the far north wall, north facade, opening into the hall space: two freezer doors, one full length, one smaller chute-size. The chute is board and batten, with decorative hinges. The larger door is more recent; it is of vertical five-panel construction, and the hardware is functional.

2. Windows: N/A

(f) Mechanical Equipment: An analysis of the Ice Plant's mechanical equipment is not possible. It appears to have been altered substantially from its original construction (c. 1907.)

#### F. Hay and Grain Warehouse (WA-198-F)

##### 1. General Statement:

(a) The Hay and Grain Warehouse is a simple one-story vernacular warehouse space.

(b) Condition of fabric: The pilings beneath the front loading dock, on the north facade, have given way, and the building has been vandalised.

##### 2. Description of Exterior:

(a) Overall dimensions: The Hay and Grain Warehouse is rectangular in plan and measures approx. 40' X 95'. It is divided on the

N  
↑

interior by a central post and beam support wall.

(b) Foundation: Sills rest upon the wharf sub-flooring, supported by pilings. The foundation wall is sheathed in vertical boards similar to the Cement and Plaster Warehouse.

(c) Walls: Walls are sheathed in rustic drop siding. The west facade serves as a common wall for the Bottling Works. The east facade shares the common wall of the Ice Plant and, in the far northwest corner, the Cold Storage Warehouse. It is on the north facade that the placement of the Cold Storage Warehouse is visible. The south facade of the building has been extended by the addition and roofing over of a concrete dock. The sided south exterior facade is visible, inside the loading dock.

(d) Structural systems, framing: The Warehouse space was formed by the construction of a load bearing post and beam wall on the west and in the center; ceiling joists rest on the west wall of the Ice Plant and on the east support wall, meeting and overlapping on the central support.

(e) Porches: A loading dock on the north facade, originally wood, has been surmounted by a poured concrete dock. Another concrete loading dock is attached on the south facade.

(f) Openings:

1. Doorways and doors: A vertical board sliding door is extant on the north facade. On the south, plywood sliding doors have been added.

2. Windows: The original west facade fenestration is visible on the interior east wall of the Bottling Works; it has been boarded over.

(g) Roof:

1. Shape, covering: Shed, tarred.

2. Cornice, eaves: Wood guttering is visible on the west facade.

### 3. Description of Interior:

(a) Floor plans: Originally an open warehouse space. The addition of a framed and sheetrocked ceiling has taken place on the east.

(b) Flooring: Poured concrete over original board.

(c) Wall and ceiling finish: Originally the framing was visible, painted white. At some time the walls and ceiling of the west section was sheet-rocked.

(d) Openings: Openings are cut into the wall. At the northeast corner, a plywood sliding door closes off the freezer area.

4. Site: Structure faces into the interior court of the wharf, to the north.

G. Cold Storage Warehouse (WA-198-G)

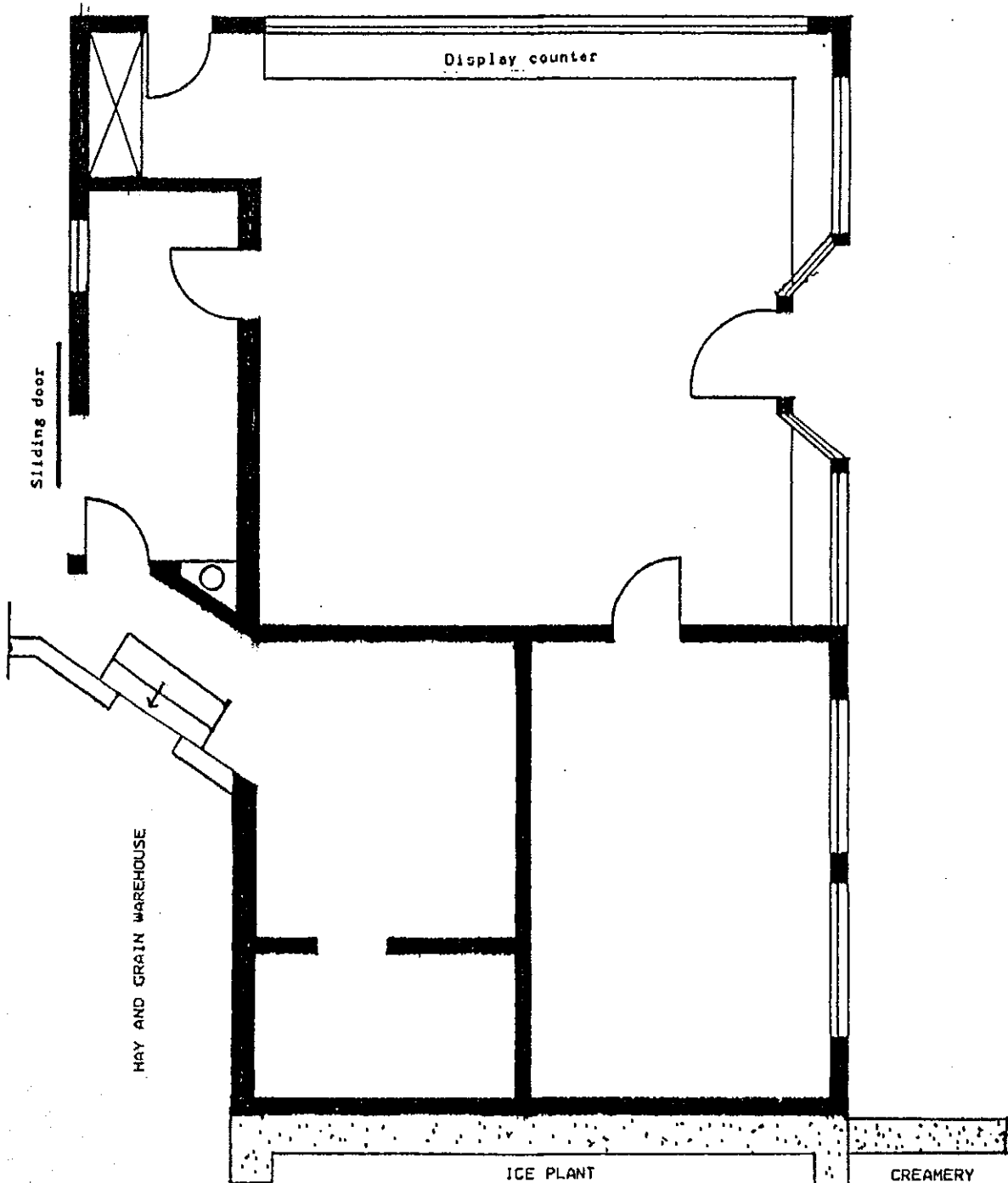
1. General Statement:

- (a) Architectural character: The Cold Storage Warehouse is interesting as an example of a building on the wharf that was moved and reused.
- (b) Condition of fabric: Due to the failure of the pilings beneath the structure's east and south facades, the Cold Storage Warehouse is in a deteriorated and hazardous condition.

2. Description of Exterior:

- (a) Overall dimensions: Originally 24' X 40'; a 6' addition was made to the east to create a 30' X 40' space. One story.
- (b) Foundations: Sills rest upon the wharf subflooring, supported by pilings.
- (c) Walls: Exterior walls are sheathed in board and batten siding.
- (d) Structural systems, framing: The framing system reveals that the building was originally supported by a king-type of wood roof truss, which was truncated when the building was moved to its present location and re-roofed. In the present building the rafters rest on the top plate.
- (e) Chimneys: One brick chimney, originally located on the west exterior facade, later enclosed in the addition.
- (f) Openings
  - 1. Doorways and doors: East facade, inset storefront entry, door is not extant. North facade, door is not extant. On the west is a horizontal board sliding door.
  - 2. Windows: the plate glass storefront on the north and east facades is no longer extant. A small square opening on the north above the plate glass is open, as is a square window opening on the west facade. Two large windows cut into the west facade no longer retain their sash.

INNER COURT



PLAN G. COLD STORAGE WAREHOUSE  
Approx. 30' X 40'



(g) Roof

1. Shape, covering: The building has a gabled, wood-shingled roof. The addition of the small lean-to on the east and consequent extension of the roof gives it a catslide appearance.
2. Cornice, eaves: N/A

3. Description of Interior:

- (a) Floor plans: The plan of the Cold Storage Warehouse includes a storefront on the north and various utility rooms on the south. The room on the west is also a utility space. (See Plan G.)
- (b) Flooring: Linoleum over plywood; wood board.
- (c) Wall and ceiling finish: In the storefront, the walls were originally narrow tongue-and-groove. The other rooms have been panelled.
- (d) Openings:
  1. Doorways and doors: No original doors survive.
  2. Windows: N/A

4. Site: The Cold Storage Warehouse faces north into the interior court of Curtis Wharf.

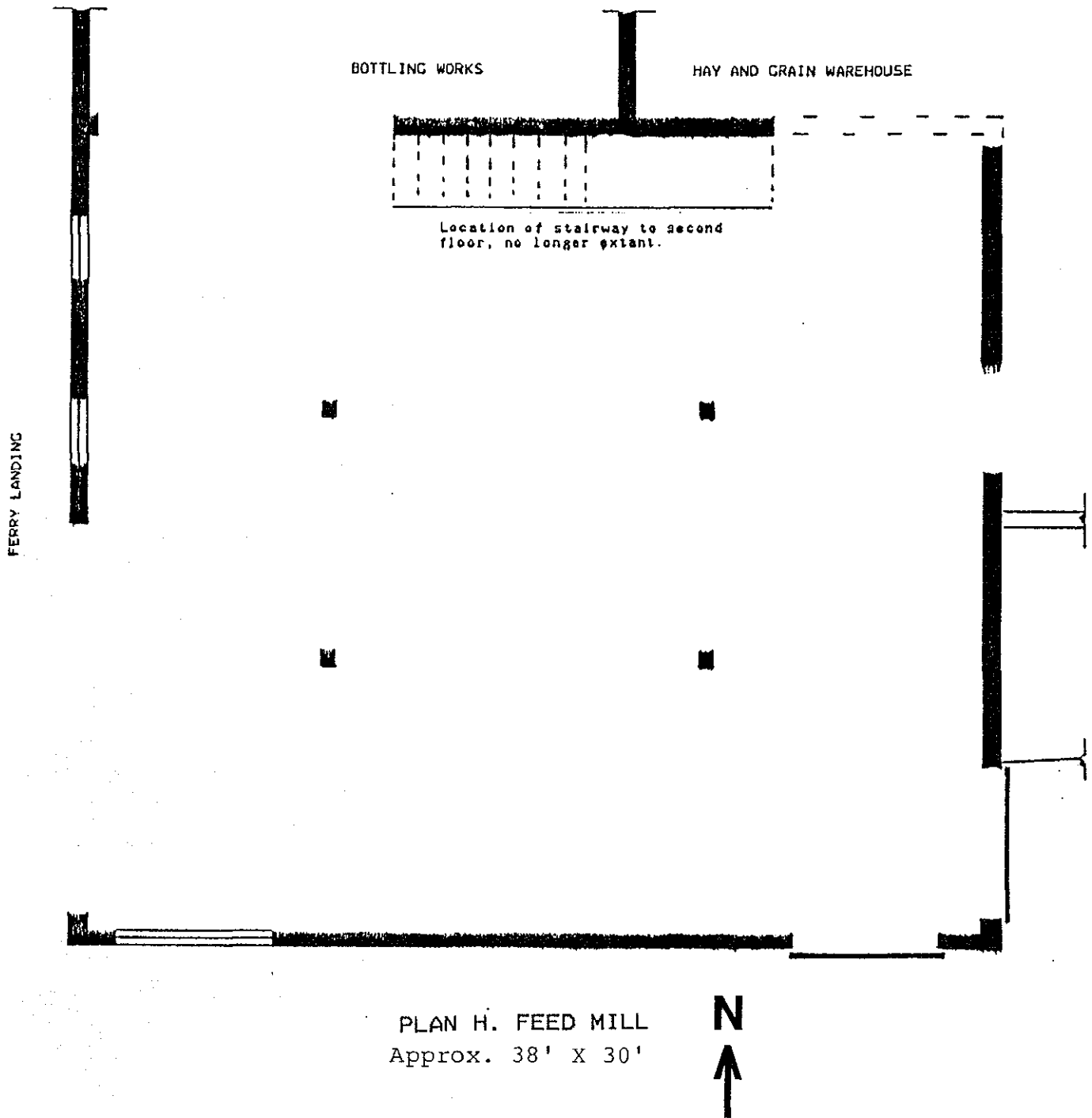
H. Feed Mill (WA-198-H)

1. General Statement:

- (a) Architectural character: Due to major alterations in the height and plan of the Feed Mill, it retains little of its original architectural character.
- (b) Condition of Fabric: Deteriorated.

2. Description of Exterior:

- (a) Overall dimensions: Rectangular plan, 38' X 30'; two stories.
- (b) Foundations: Massive post and beam.
- (c) Walls: Sheathed in rustic drop siding; originally painted umber, now blue-grey.
- (d) Structural systems, framing: Mill type construction, with 6" posts at approx. 11" intervals (See Plan H.)



- (e) Openings:
  - 1. Doorways and doors: West facade, sliding door is missing. South facade, vertical board sliding door; east facade, vertical board sliding door.
  - 2. Windows: North facade, window opening, sash missing; south facade, window opening, second floor, sash is missing, and on the first floor, a six-over-six light casement sash which is not original. West facade, two window openings visible at the second floor level, one boarded up and one altered. At the first floor level, two windows on the north side are boarded up.
- (f) Roof:
  - 1. Shape, covering: Shed roof, rolled asbestos roofing and tar.
  - 2. Cornice, eaves: N/A

3. Description of Interior:

- (a) Floor plans: The interior of the Feed Mill consists of a single open space, punctuated by the structural posts.
- (b) Stairways: The stair to the second floor has been removed and there is no access.
- (c) Flooring: Poured concrete.
- (d) Wall and ceiling finish: The south and partial east walls are sheathed in wood boarding. The remaining walls and the ceiling have been sheetrocked.
- (e) Openings:
  - 1. Doorways and Doors: There are no extant doors in the Feed Mill, only large openings.
  - 2. Windows: N/A

4. Site: The north wall of the Feed Mill is only partially intact, and is used as a common wall for the Bottling Works. On the east, the wall between the dock of the Hay and Grain Warehouse and the Feed Mill is only partially intact. At its south facade, concrete blocks have been added to the foundation wall. The west facade opens onto what was once the ferry slip; concrete now covers this area.

I. Creamery (WA-198-I)

1. General Statement:

- (a) Architectural character: Due to the condition of the Creamery, very little of its

architectural character remains.

(b) Condition of Fabric: In the north section the floor has collapsed. In the south section the ceiling has collapsed.

## 2. Description of Exterior:

(a) Overall dimensions: Rectangular in plan; the north facade is 23'; at a point 34' south of the northeast corner an insulated wall projects out 3'. The building continues south for a total length of 70'; the badly deteriorated south facade is 15' in width. The building is two stories.

(b) Foundations: Post and pier.

(c) Walls: Rustic drop siding, originally painted umber, now blue-grey.

(d) Structural systems, framing: North section, mill type construction; south section, side walls support a wood roof truss.

(e) Openings:

1. Doorways and doors: On east facade, two board and batten double folding doors at the north end; in the center, vertical-board double doors; on the south end, a five-panel refrigerator door.

2. Windows: North facade, two single-light openings, no sash. East facade: of the four window openings on the first and second floors, one two-over-two light double-hung sash remains.

(f) Roof:

1. Shape, covering: Flat roof, tarred.

2. Cornice, eaves: Moulded wooden gutter and decorative cornice on the east facade; small decorative cornice on the north facade.

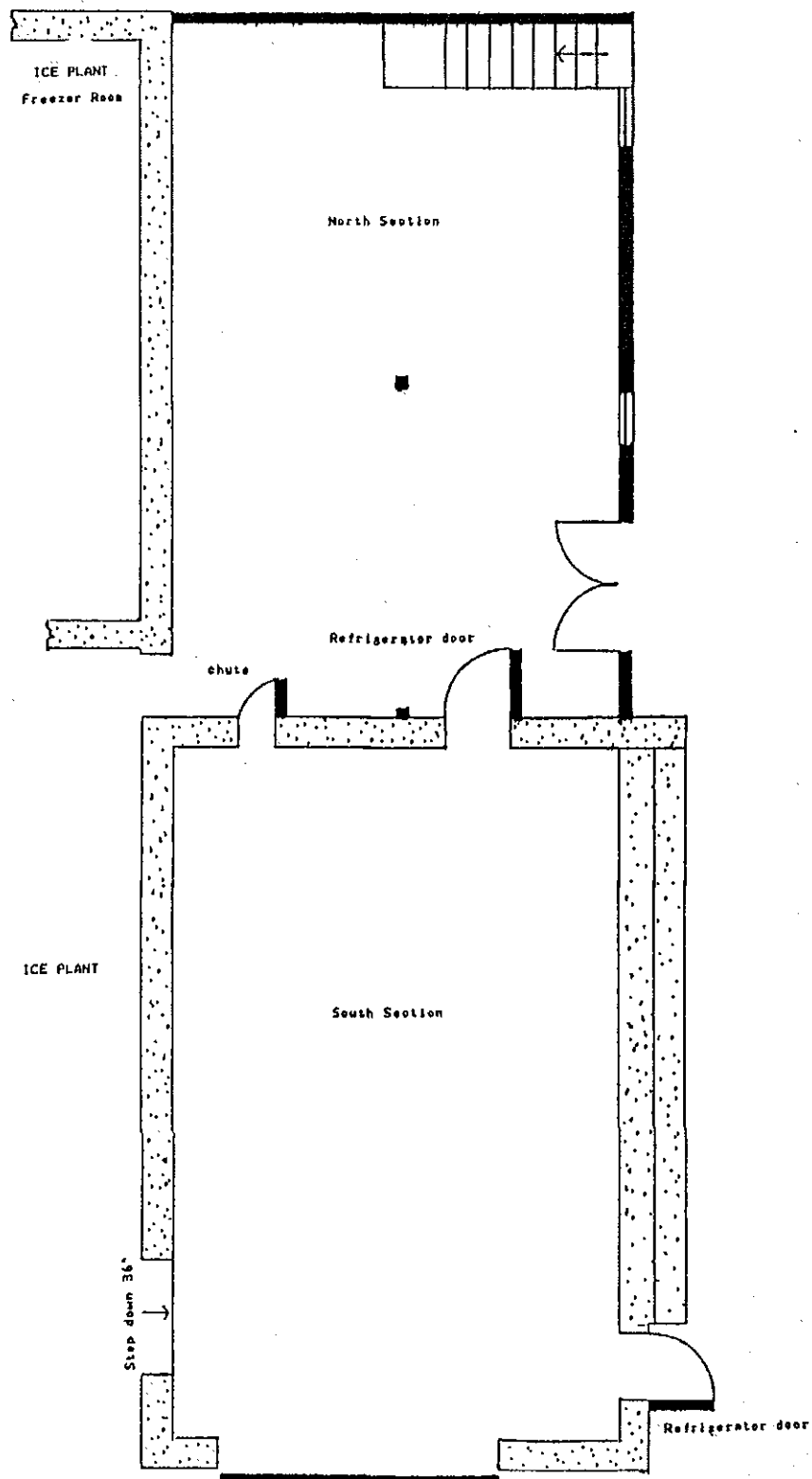
## 3. Description of Interior:

(a) Floor plans: the Creamery is divided into two north and south sections. On the north is general warehouse area, which seems to have been built in two parts, with a central beam running north-south. (See Plan I.) The south section, now a ruin, was originally a freezer space.

(b) Stairways: One stairway, located on the north facade, leads to the second floor. It is in a ruinous state.

(c) Flooring: Poured concrete and wide board.

(d) Wall and ceiling finish: North section, the walls and ceiling are sheathed in vertical



PLAN I. CREAMERY  
Approx. 23' X 70'



boarding. In the south section, the wall structure is the same as the Ice Plant walls; the walls have deteriorated and the sawdust insulation is visible. In the south section, the ceiling has collapsed, and with it the condenser coils.

(e) Openings

1. Doorways and doors: On the south facade of the north section, a full-length refrigerator door, of recent date; and a small chute-door, identical to the one extant in the Ice Plant. It is board and batten and features decorative hinges.
2. Windows: N/A

4. Site: The north facade of the Creamery faces into the interior court of Curtis Wharf; the primary east facade onto O Avenue. On the south, the building cuts to a diagonal in conformance with the railroad right-of-way.

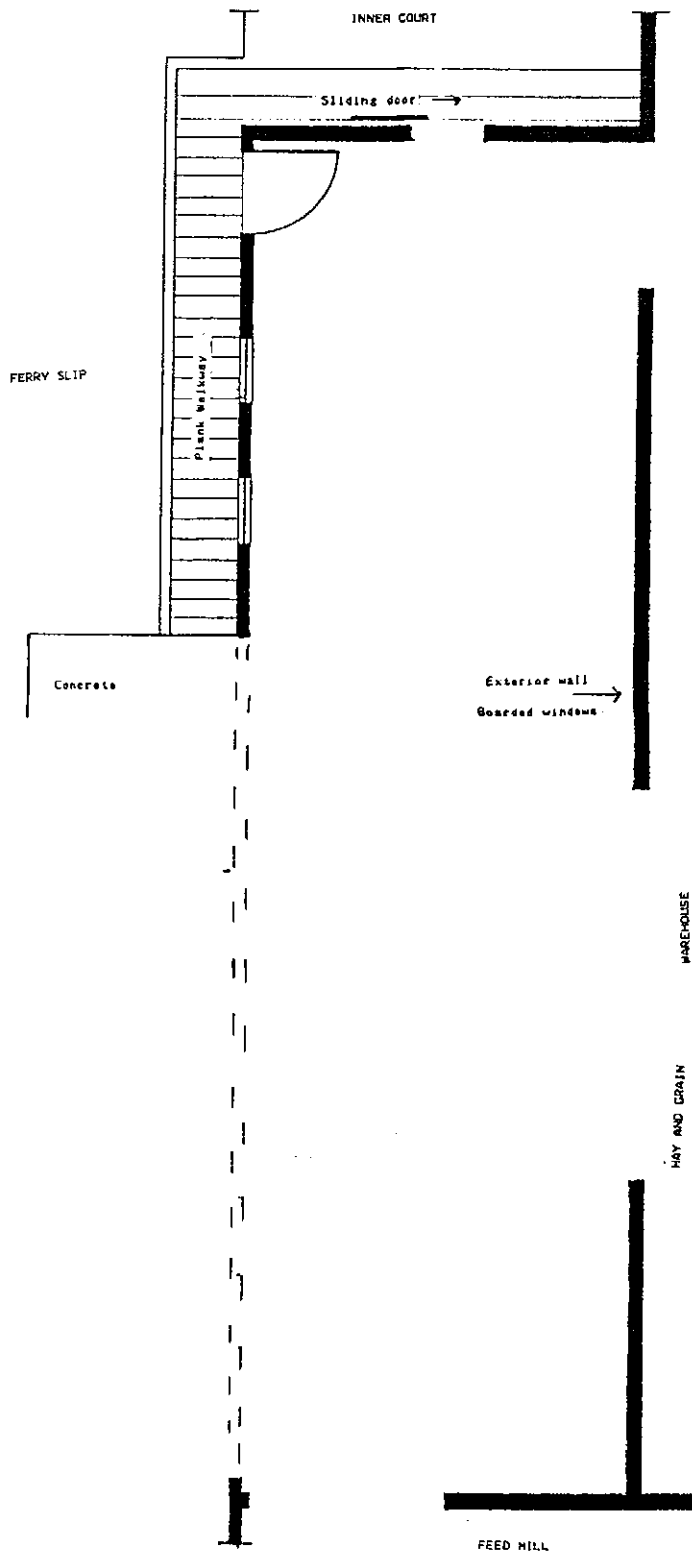
J. Bottling Works (WA-198-J)

1. General Statement:

- (a) Architectural character: The Bottling Works was a simple one-story rectangular structure, that was added on to the exterior west facade of the Hay and Grain Warehouse and the exterior north facade of the Feed Mill, c. 1914. It features a false front on the north facade.
- (b) Condition of Fabric: The entire west facade of the Bottling Works has lost its structural integrity. the pilings and subfloor of the wharf have failed, and the area immediately north of the building on the inner court has collapsed, as has a boarded walkway on the west side of the building.

2. Description of Exterior:

- (a) Overall dimensions: Rectangular in plan, approx. 20' X 80'.
- (b) Foundations: The north section of the Bottling Works rests on the wharf, the south section on land. It is supported by a post and piling substructure. The foundation wall on the north facade is sheathed in horizontal boarding.
- (c) Walls: Sheathed in a shiplap siding unique to the wharf. The other buildings are either board and batten or rustic drop.
- (d) Structural systems, framing: The ceiling joists of the frame structure rest on the west



PLAN J. BOTTLING WORKS  
Approx. 20' X 80'

wall of the Hay and Grain Warehouse on the east, and on a post and pier supporting wall on the west.

(e) Openings

1. Doorways and Doors: North facade, board and batten sliding door; east facade, five-panel horizontal door.

2. Windows: Two window openings are discernable on the east facade; they are partially boarded over and altered. On the north facade, two square windows have been boarded over.

(f) Roof:

1. Shape, covering: Shed roof, tarred.

2. Cornice, eaves: On the east facade, the ceiling rafters have been extended to support a small roof overhang, creating a wedged rafter end.

3. Description of Interior:

(a) Floor plans: the floor plan of the Bottling Works is a simple rectangular space (See Plan J.)

(b) Flooring: Wood board, covered in areas with poured concrete.

(c) Wall and ceiling finish: Exterior clapboard on west and south; buttjointed 6" boards on north and east. Ceiling finished in narrow tongue-and-groove, painted white.

(d) Openings: Large openings on the east and south.

4. Site: The east facade faces onto the ferry slip area; north facade faces into inner court.

K. Ferry Slip and Sand and Gravel Wharf (WA-198-K)

1. General Statement:

(a) Character: The sand and gravel wharf faces north into the Guemes Channel. It is constructed of log pilings supporting a sub-floor of wide board (11") planking.

(b) Condition of fabric: Severely deteriorated and hazardous.

2. Description:

(a) Overall dimensions: approx. 100' X 75'.

(b) Construction: Wood plank supported by timber posts and pilings.

3. Site: The Sand and Gravel Wharf is located to the west of the main dock; the ferry slip is in-between the two. (See WA-198-9).

### PART III. SOURCES OF INFORMATION

A. Architectural Drawings: None.

B. Historic Views

1. Anacortes Museum of History and Art. 1305 Eighth Street, Anacortes, Washington 98221. 206-293-1915.

2. Collection of Bill Mitchell. 807 Twenty-seventh Street, Anacortes, Washington. 98221. 206-293-3328.

3. Collection of the Port of Anacortes. P.O. Box 297, Anacortes, Washington. 98221. 206-293-3134.

4. Collection of Wallie V. Funk, 1167 Point Place, Anacortes, Washington. 98221. 206-293-8208.

5. Map: Seattle and Northern Railway, "Great Northern Railway Line, Anacortes." Sheet #7; 15 December 1909. Anacortes Museum. See Supplemental Material #12.

6. Sanborn Insurance Map, dated 1907; however, Curtis Wharf blocks are 1914 overlay. Page 3, Fire Department, City of Anacortes. See Supplemental Material #13.

7. Great Northern Railway, "Anacortes #4." Sept. 1919. Anacortes Museum. See Supplemental Material #14.

8. Sanborn Insurance Map, dated 1925. Fire Dept., City of Anacortes. See Supplemental Material #15.

CURTIS WHARF  
HABS No. WA-198 (Page 61)

9. Survey of Curtis Wharf property dated 1985. Leonard and Boudinot, Inc. Island Title Company, Anacortes, Washington. See Supplemental Material #16.

C. Interviews: None.

D. Bibliography:

1. Primary and unpublished sources:

Island Title. "Chain Sheet Supplement, Order 9A-9719." Anacortes, Washington, 1990.

Koler, Julie. "National Register of Historic Places Registration Form, Curtis Wharf." United States Dept. of the Interior, National Park Service, 1987. Photocopied.

McCracken, Will F. Ledger Book, entries from Oct. 1912 to April 1914. Given to Anacortes Museum; inscribed "The property of Will F. McCracken, August 15, 1973. Associated with Melville Curtis since 1918. B.F. McCracken, a customer of Curtis Wharf."

Morrison, Jane, and Julie Koler. "Historic Property Inventory Form, Curtis Wharf." State of Washington, Dept. of Community Development, Office of Archaeology and Historic Preservation, 1987. Photocopied.

Stafford, Madge Davis; letter to Anacortes Museum, undated.

2. Secondary and published sources:

Anacortes American. 6 April 1916.

Anacortes Citizen. 15 January 1907.

"Curtis Wharf Company Handles City's Extensive Maritime Traffic." Anacortes American, 19 March 1914.

Funk and Mitchell. "Anacortes Waterfront," calendar for 1982. Anacortes, Washington.

History of Skagit and Snohomish Counties, Washington: Interstate Pub. Co. (1906).

"An Information Summary for the Manufacturer and Investor Concerning the Most Rapidly Growing City on Puget Sound", Anacortes Chamber of Commerce and Manufacture, August 1912. Anacortes Museum.

Matthews, Fred E. Elementary Mechanical Refrigeration. New York: The McGraw Hill Book Company, Inc., 1912.

"Melville Curtis Improving Dock," Anacortes American, 29 March 1906.

Mitchell, Bill. "Bootleg Times, Anacortes Street Scenes." Calendar for 1985. Anacortes, Wa.

"Plant of Anacortes Ice Company and Curtis Dock." Anacortes American, 12 October 1911.

Prosser, Col. William Farrand. A History of the Puget Sound Country, Vol. 1. (New York, Chicago: The Lewis Pub. Co., 1903.)

Puget Sound Independent Telephone Company. Anacortes Directory, 1910 and 1912.

"Skagit County, Washington." The Coast XVI (December 1908): 365.

"Supplement to the Anacortes American." Third Annual Edition, April 1907.

West Coast Telephone Company, Anacortes Directory, 1940.

"Whole City Pays Tribute to Memory of Melville Curtis." Anacortes American, 19 March 1925.

Wollam, Dan. The Anacortes Story. Anacortes, Washington: Anacortes Museum of History and Art, 1975.

E. Likely sources not yet investigated:

Interview with Mr. Phillip McCracken, Guemes Island, Washington.

F. Supplemental Material

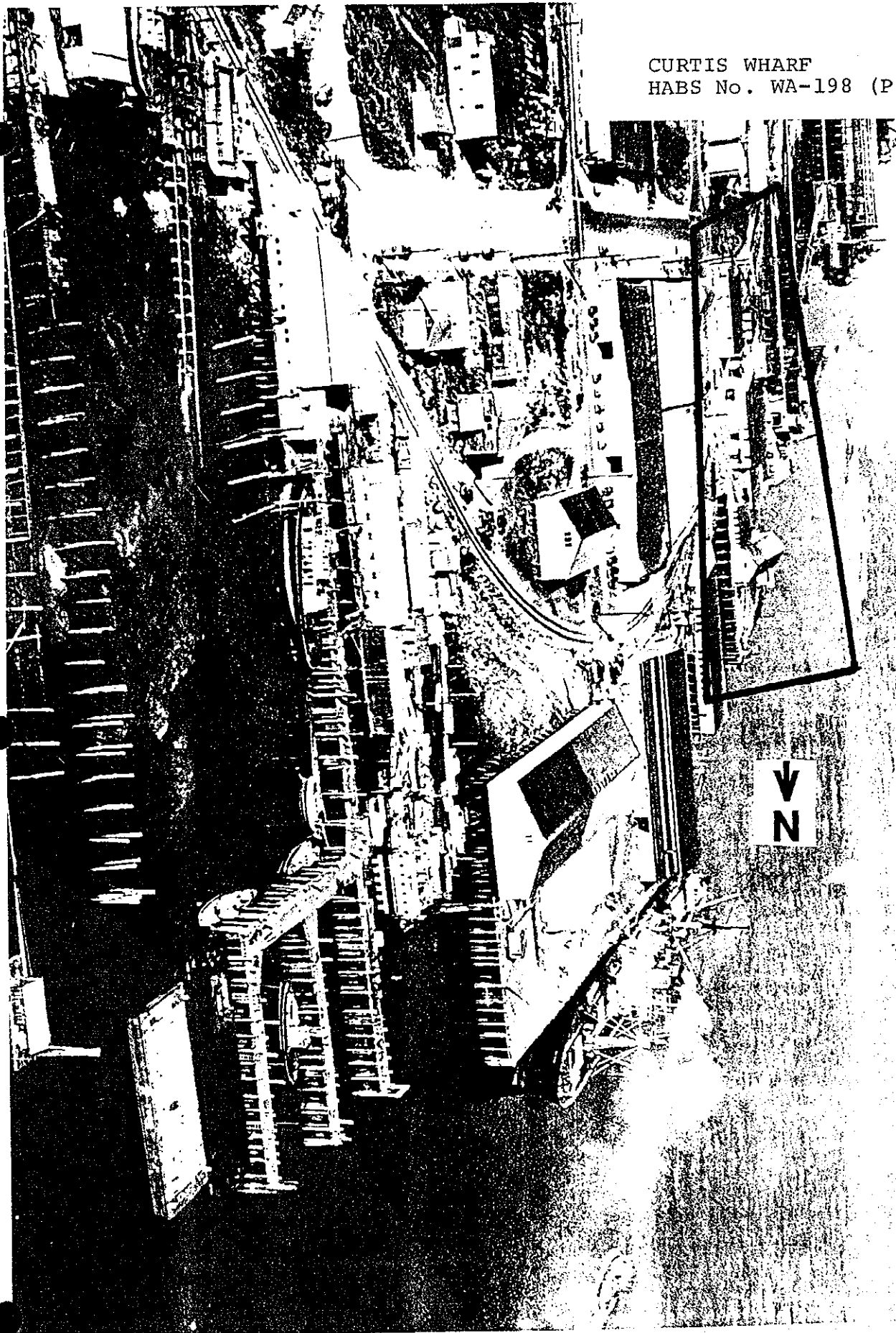
See Pages 64-79.

PART IV. PROJECT INFORMATION

Mitigative recording, Memorandum of Agreement, 7 May 1992, among Seattle District, U.S. Army Corps of Engineers, Washington State Historic Preservation Officer, and Lake Erie Trucking Company.

Prepared in June, 1992 by Mary J. Matthews, Consultant in Historic Preservation. 25035 98th Place South, D303, Kent, Washington, 98031. 206-859-0012.

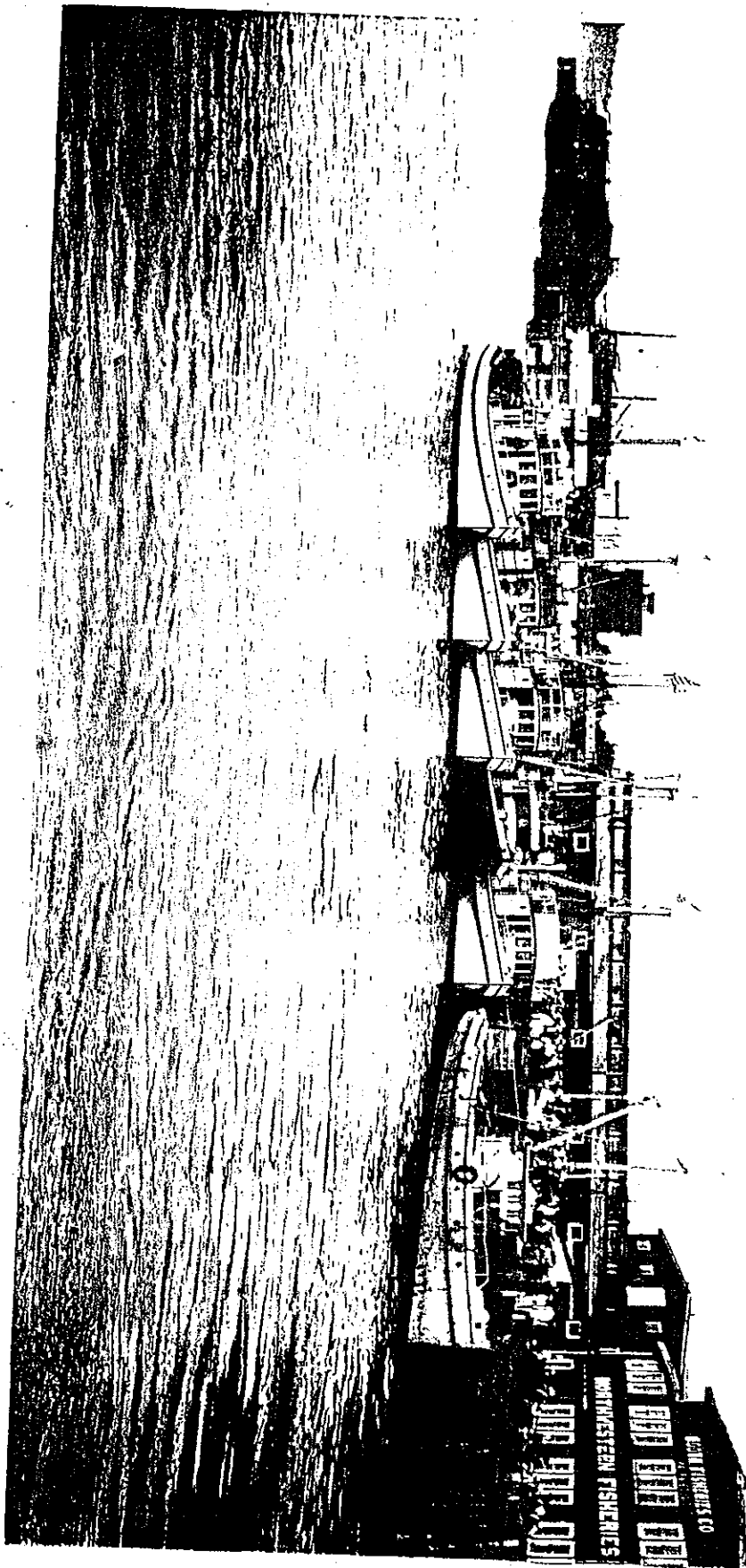
Prepared for Mr. William H. Wooding, Lake Erie Trucking Company, 251 Rosario Road, Anacortes, Washington 98221.



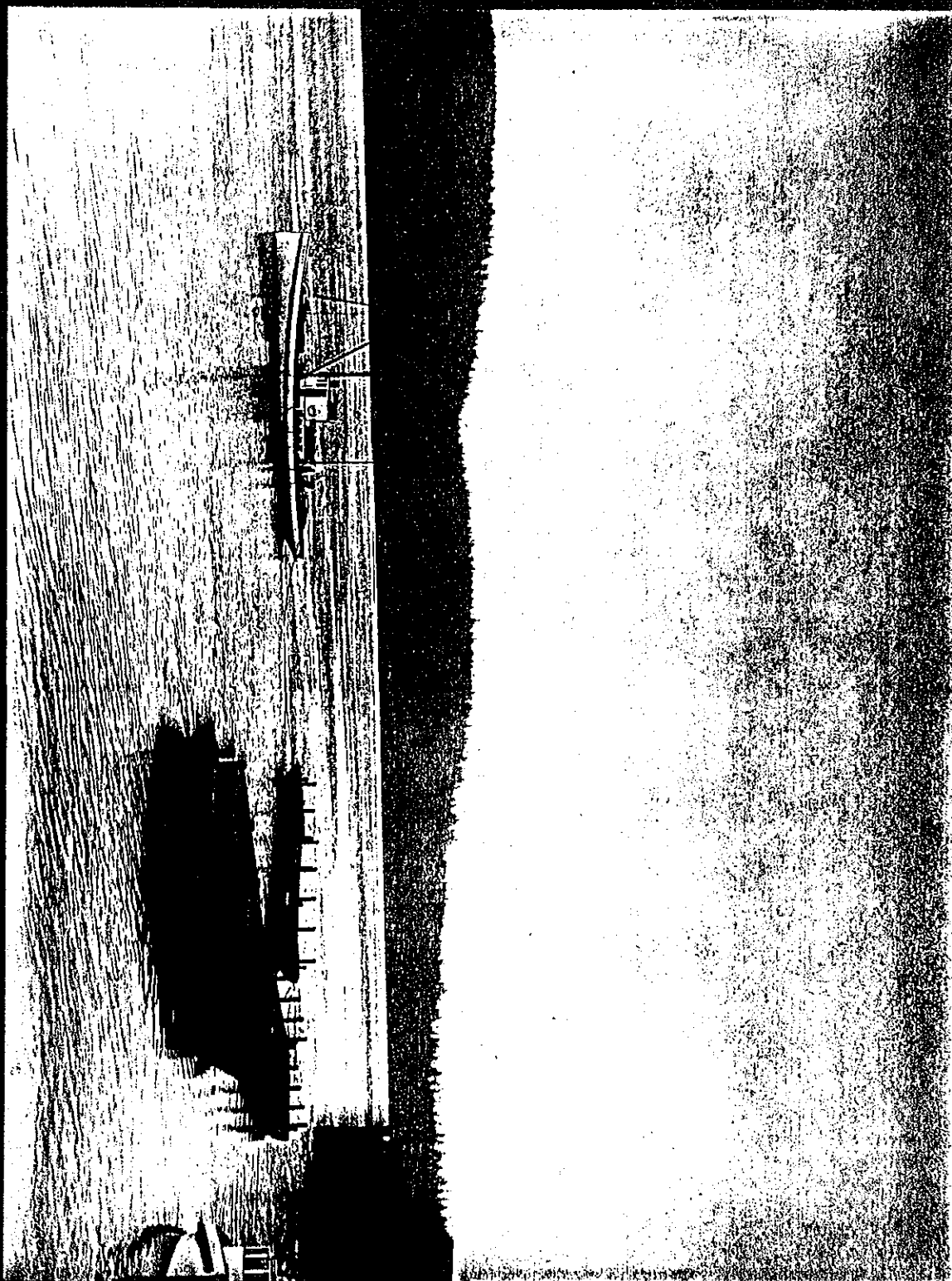
Supplemental Material #1: Aerial view of Port of Anacortes; detail, Curtis Wharf. 16 August 1951. Don Crawford, Photographer. Collection of the Port of Anacortes.



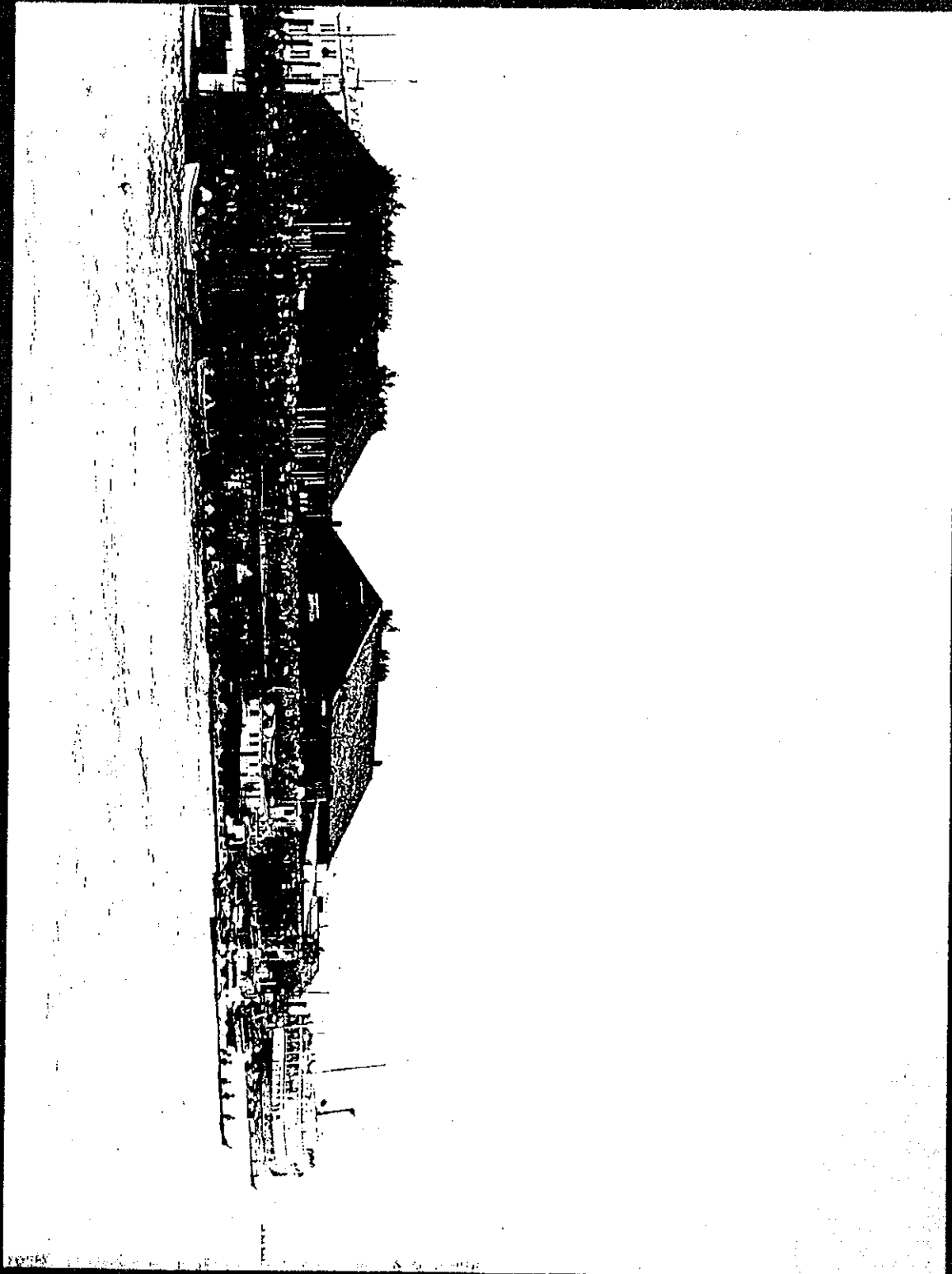
Supplementary Material #2: Aerial view of Port of Anacortes, detail of Curtis Wharf at lower left. 12 April 1975. Northwest Air Photos, Jim and Lillian Wilson, 1630 Bay Street, Port Orchard, WA. Print # 14310. Collection of the Port of Anacortes.



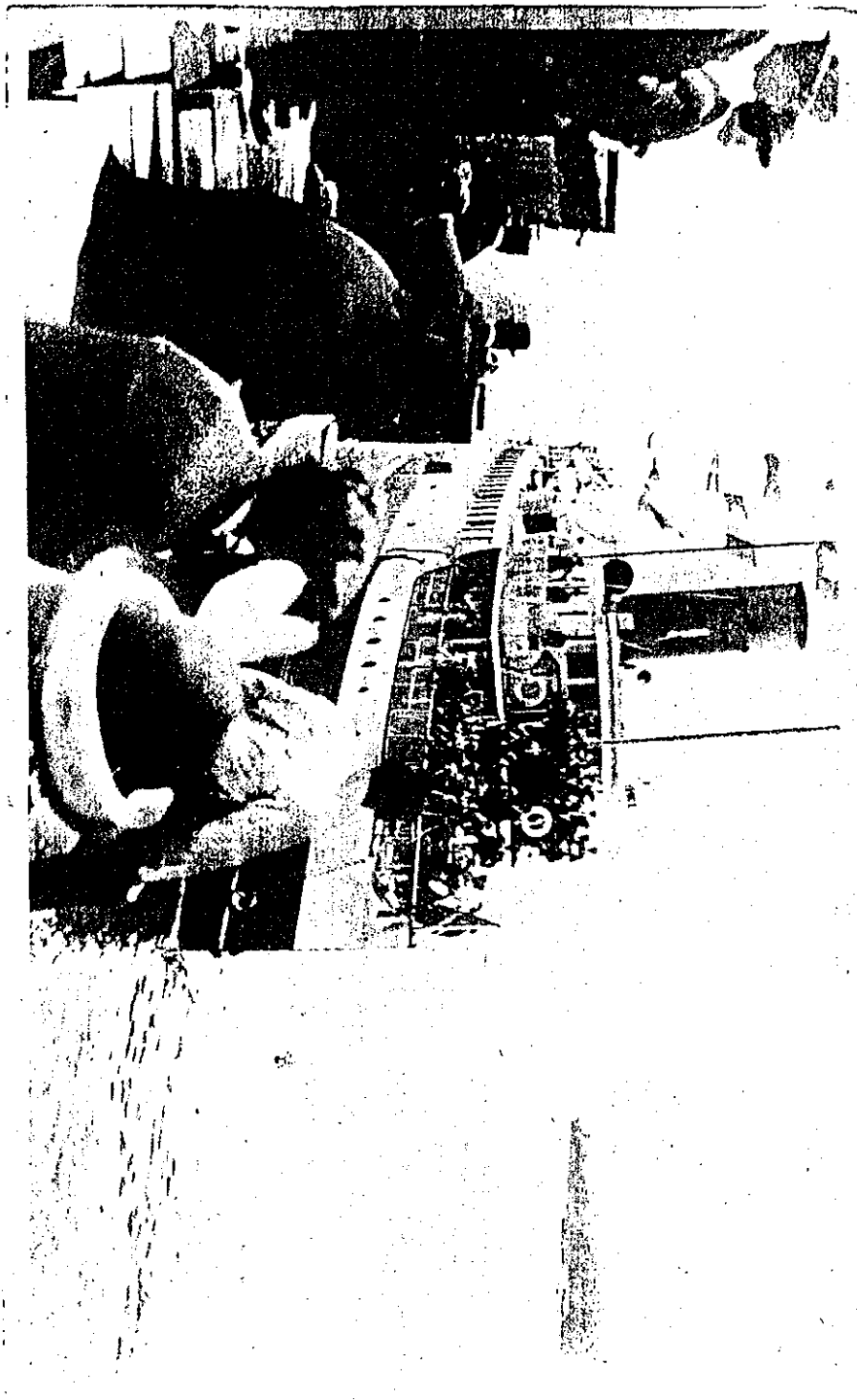
Supplementary Material #3: View of Northwestern Fisheries, Curtis Wharf in the background on the left. Date unknown. Wallie V. Funk Collection.



Supplementary Material #4: View of the Guemes Channel, Curtis Wharf in the far right corner, c. 1913. C.L. Judd, Photographer, Anacortes, Washington. Wallie V. Funk Collection.



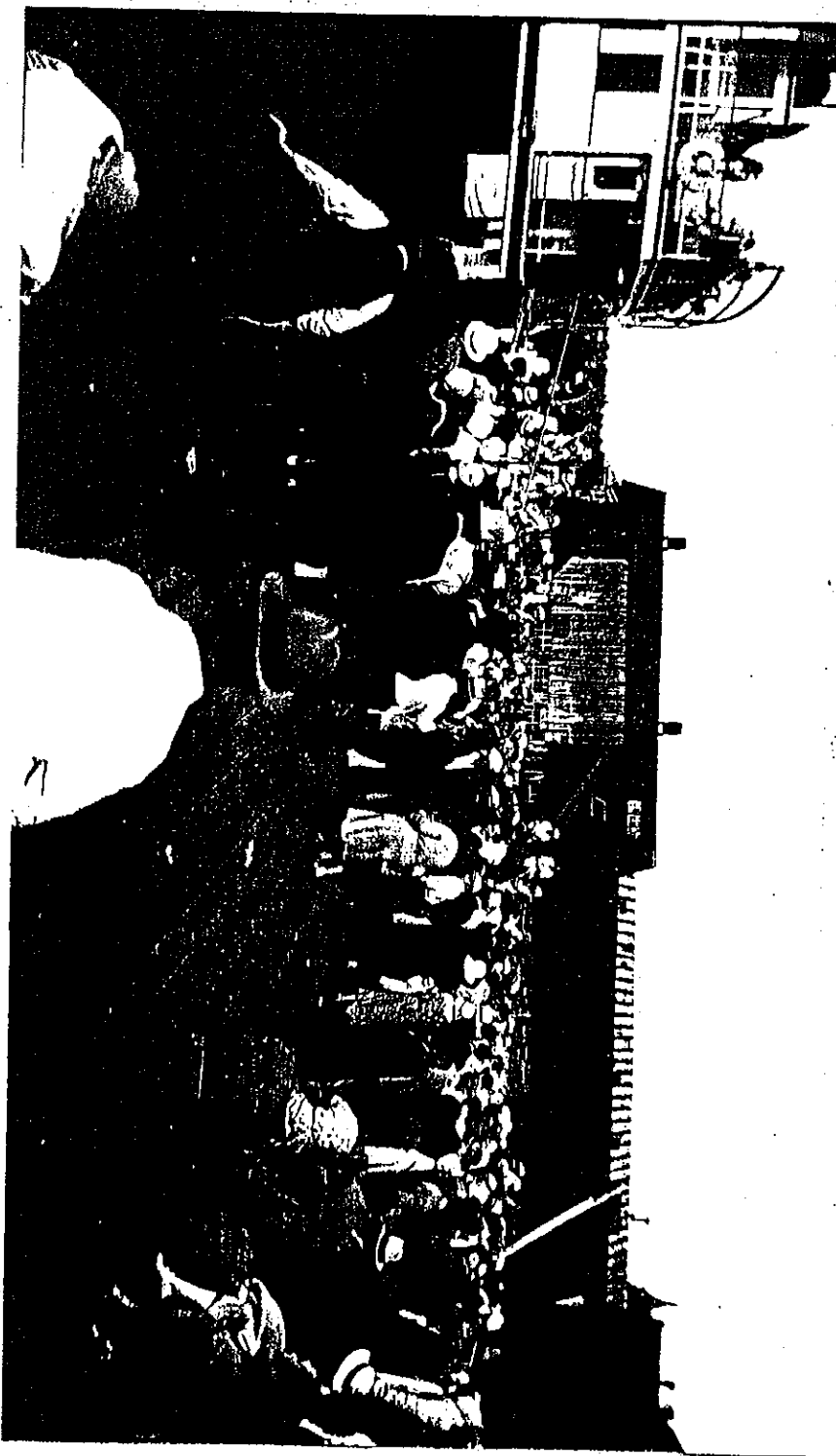
Supplementary Material #5: July 4th Celebration, Anacortes Port Dock; Curtis Wharf in background to the right. C.L. Judd, Photographer, Anacortes, Washington. Wallie V. Funk Collection.



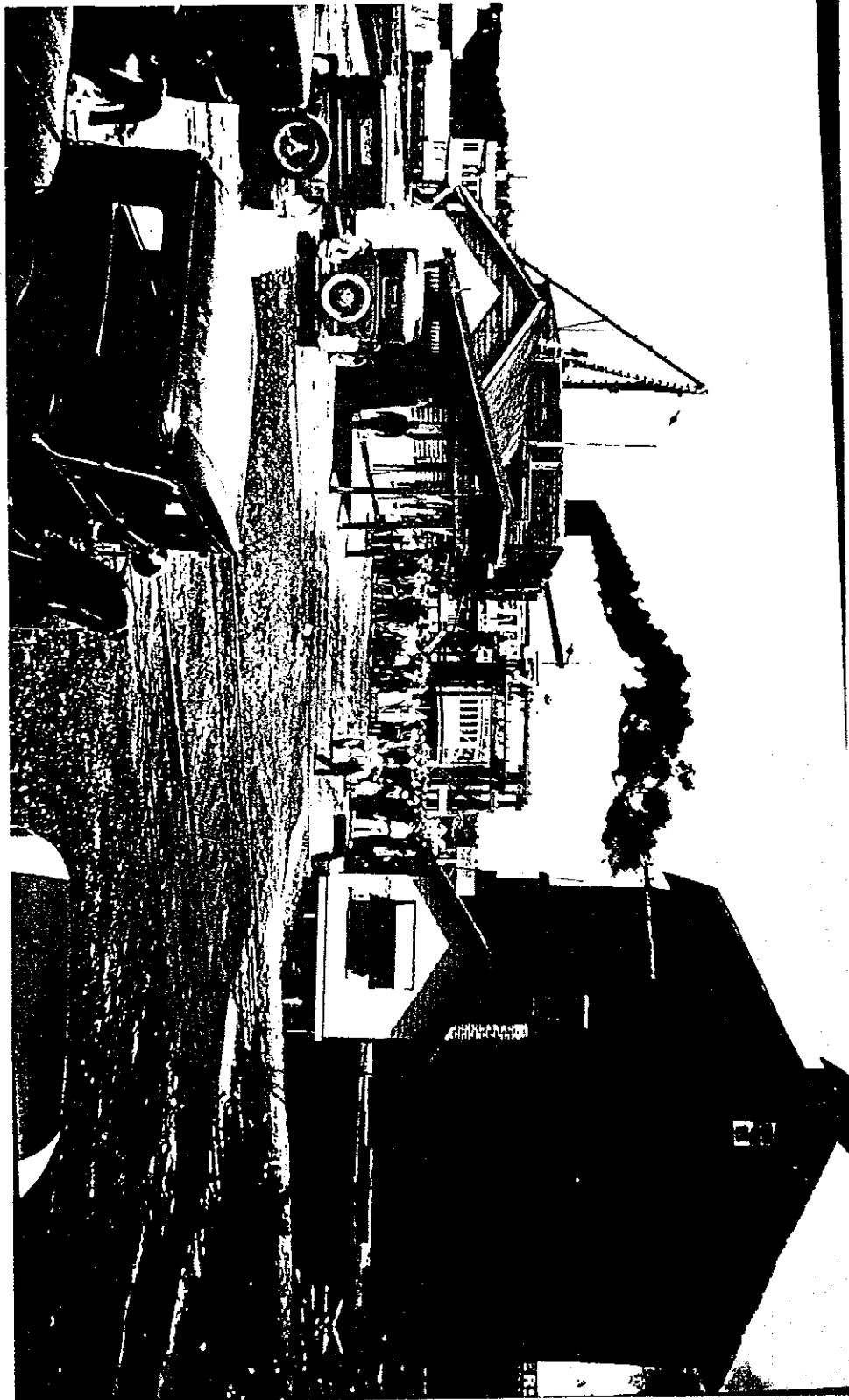
Supplementary Material #6: The "Sioux", c. 1920, at  
Curtis Wharf. Bill Mitchell Collection.



Supplementary Material #7: Anacortes Chamber of Commerce members en route to Victoria, c. 1927, about to board the Anacortes/Victoria ferry at Curtis Wharf. Wallie V. Funk Collection.



Supplementary Material #8: Passenger and freight arrival  
at Curtis Wharf, c. 1927. Wallie V. Funk Collection.



Supplementary Material #9: Anacortes-Victoria  
ferry landing, west of Curtis Wharf, c. 1927. Wallie V.  
Funk Collection.

# ER'S

## Store

CURTIS WHARF  
HABS No. WA-

AN  
MONEY  
CHEWING  
BUY FROM US

BEST PRICES,  
BEST SERVICE

3'S CIGAR STORE  
Commercial Ave.

# S

in the  
Stomach

Heartburn, Bloating, Swelling  
Also Pains in the Stomach be-  
lieved in TWO MINUTES.

AMPLE FREE (Called)  
Wellington Chemical Co.  
Wash.

C. S. DEANE, Special Agent, Anacortes



# Coal

## We Cure Cold Feet

By Selecting The Best Coal For  
Your Particular Use



WELLINGTON LUMP	Per Ton .....	\$12.00
WELLINGTON STEAM	Per Ton .....	9.50
BLACK DIAMOND NUT	Per Ton .....	10.50

# Curtis Wharf Co.

Phone 131

Foot O Street

An ad. in this paper reaches thousands a card  
in your window only a few hundreds

# Boys!



**SAVE CHOCOLATE SOLDIER  
BOTTLE CAPS AND GET A**

## *Red Grange*

**REGULATION  
FOOTBALL**

**29** CHOCOLATE SOLDIER bottle caps and \$2.19 gets you a genuine Red Grange Regulation Football, made by Thos. E. Wilson & Co., together with an autographed picture of Red Grange for your room.

**Buy Chocolate Soldier**

*in bottles wherever soft drinks are sold*

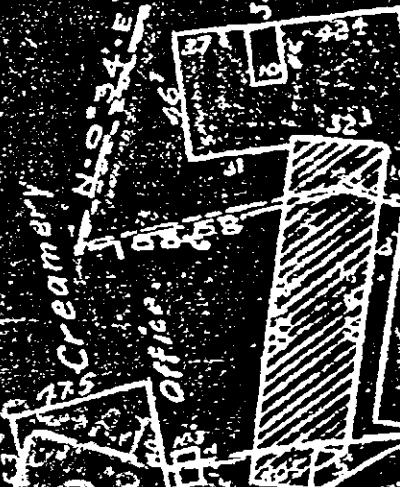
**ANACORTES ICE CO. 108 O Ave. Anacortes, Wash.**

Supplementary Material #11: Advertising card for Anacortes Ice Company, "Red Grange," c. 1925. Collection of Bill Mitchell.

Curtis Dock

Pacific Cold Storage Co.

Harbor Area  
Lease No 32  
to S.N.Ry. Co.  
S.N.Ry.  
Lease A.F.E. 1110  
assigned to  
W.G.N.T.C.



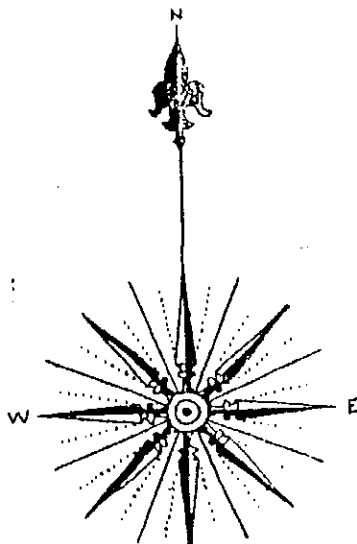
45 Ext to Curtis Spur  
A.F.E. 13/22 June 07

Planting of Oak  
A.F.E. 13/22 Aug 07

BEARD TRACT

SECOND

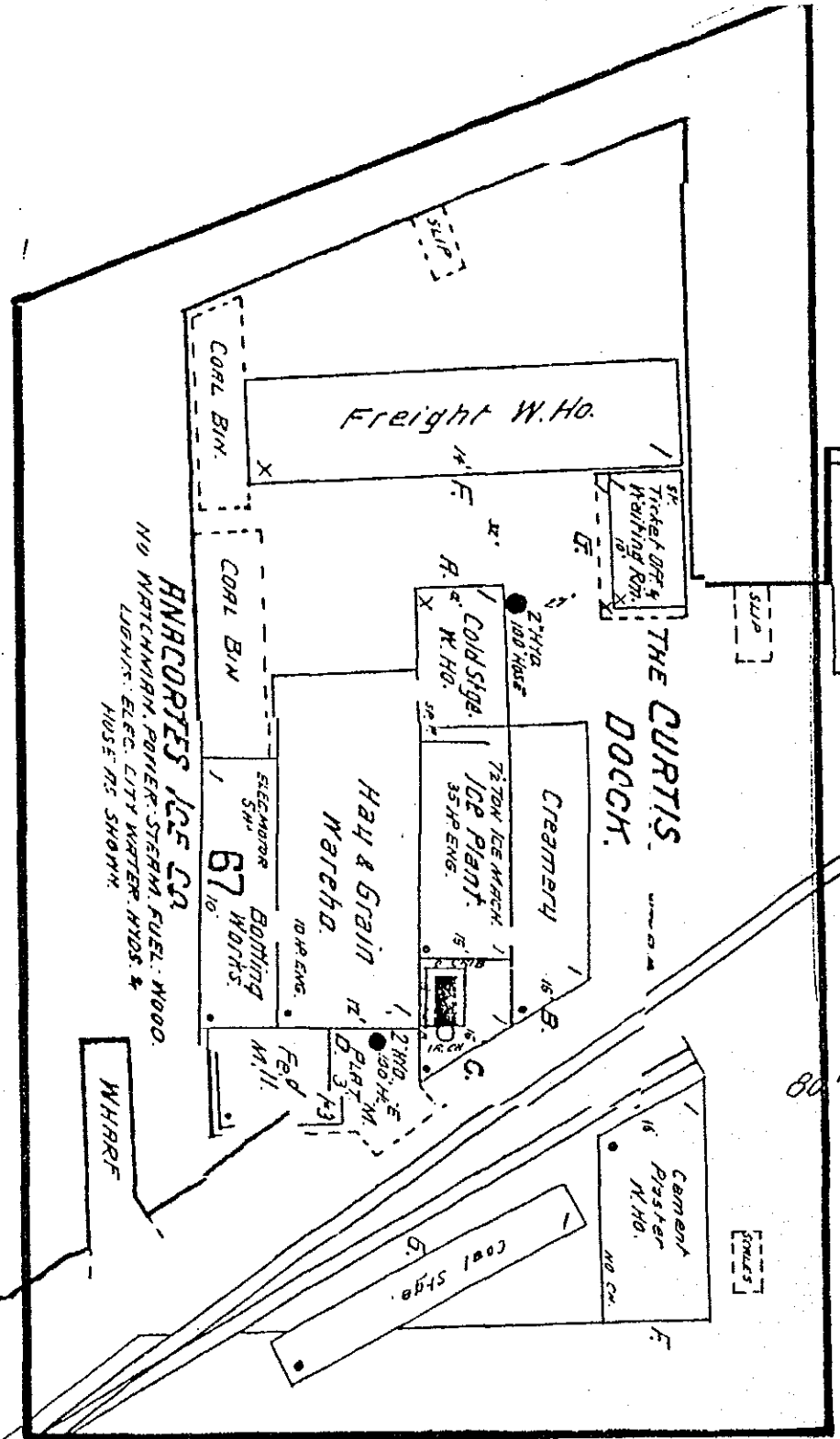
Supplementary Material #12: Seattle and Northern Railway,  
"Great Northern Railway Line, Anacortes." Sheet #7; 15  
December 1909. "Curtis Dock" at upper left. Collection  
of Museum of Anacortes.



1/8  
Gravel Pk.

WHARF

(Elev. 57)



ANACORTES ICE CO.  
NO. WATCHMAN. POWER. STEAM. FUEL. WOOD.  
LIGHTS. ELEC. CITY WATER. HYD. &  
HOUSE NO. SHOWN.

67  
Boiling Works.

WHARF

20

Supplementary Material #13:  
Sanborn Insurance Map, dated 1907;  
however, Curtis Wharf blocks are  
1914 overlay. Page 3. Fire Dept.,  
City of Anacortes.

1/4  
P/E

Supplemental Material #14: Great Northern Railway,  
"Anacortes #4." Sept. 1919. Collection of Museum of  
Anacortes.

Western Fisheries Co.  
Warehouse - 4-2-1923

PLATE NO 9

TRACT

BEARD

PLATE NO 8

TRACT

TRACT

TRACT

TRACT

Western Fisheries Co.  
Warehouse - 4-2-1923

N.D. - 5-27-29 - G.N.R. to Port of Anacortes  
Part of Tract 2, Plate 9 and  
St. Tract 7 Plate 10 M-220-23

E-22000

N-24597.26  
E-22003.72

N-24597.26  
E-22003.72

N-24597.26  
E-22003.72

N-24597.26  
E-22003.72

N-24597.26  
E-22003.72

N-24597.26  
E-22003.72

N-24597.26  
E-22003.72

100+01.4 0+00  
H.B. 100+17.8  
L-17.9

Permit #53020 Anacortes Ice Co.  
Planning 5:15:51

100+11.8 & 190.9 Plank Crossing

STANDARD OIL CO. DOCK

Oil Pipes

Board Walk

Sand & Gravel  
Wharf

BUNKERS

DOCK WAREHOUSE

SPAIN WAREHOUSE

ANACORTES  
ICE CO.

ANACORTES  
ICE CO.

ANACORTES  
ICE CO.

ANACORTES  
ICE CO.

End of Powerment

End of Powerment

End of Powerment

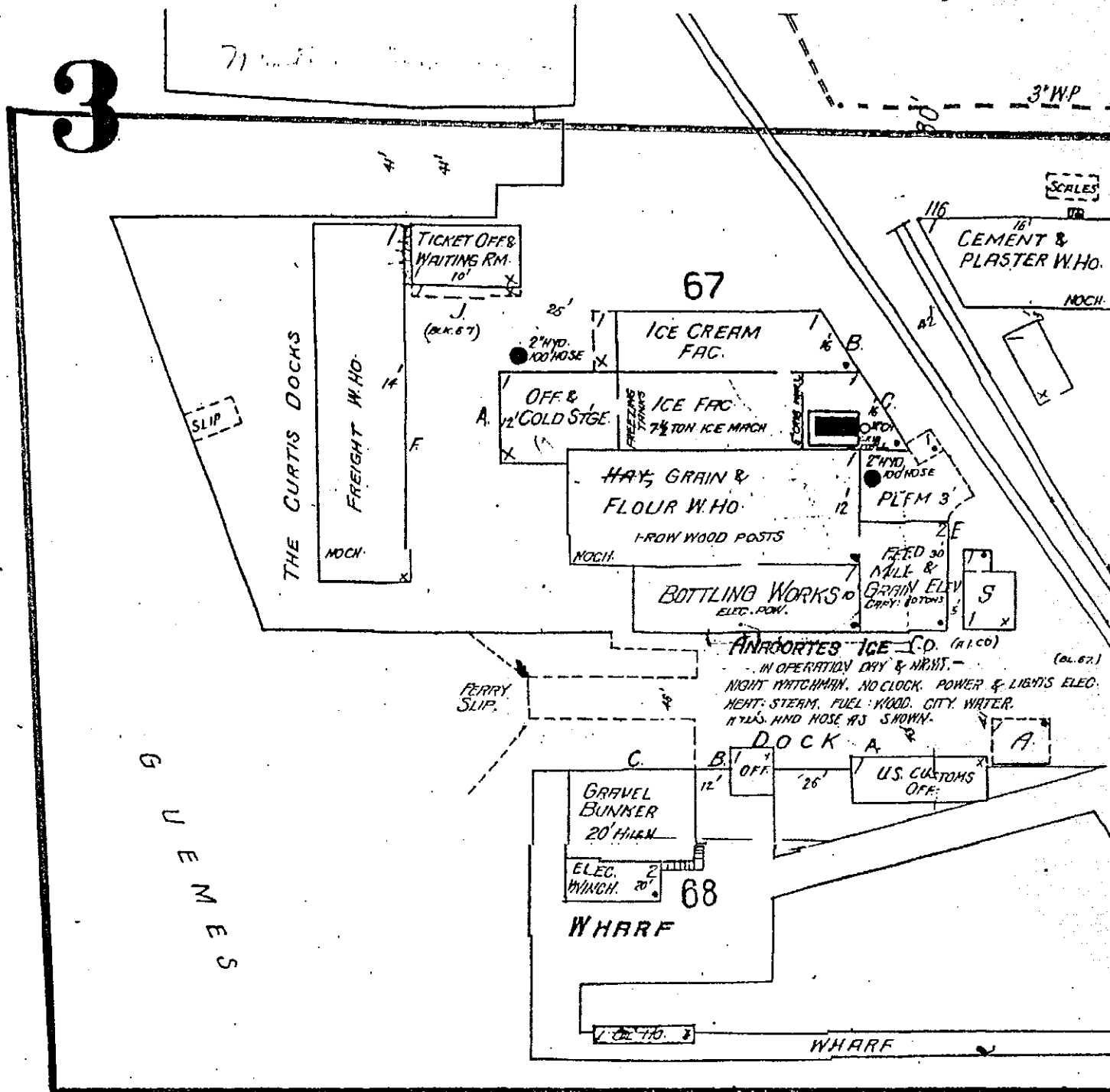
The Texas Co.

The Texas Co.  
2-22-1919  
12-20-32

N-24593.283  
E-21702.683

Float

E-21702.683

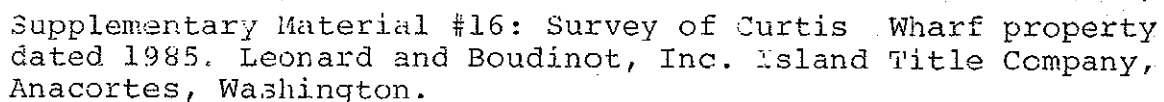


Supplemental Material #15: Sanborn Insurance Map, dated 1925.  
Fire Department, City of Anacortes.

C H A N N E L

100' 10'





## SURVEY I.

OWN BY: J. D. DATE: JULY 1971  
FIELD NO.: 284 PG 11